SCONA EAST

Area Redevelopment Plan

Bylaw No. 8156

CITY OF EDMONTON
PLANNING AND BUILDING DEPT.
DRAFT

Submitted by :

City of Edmonton
Planning and Building Department
May 1986
On behalf of Scona East
Community Steering Committee

APPROVED

As to Form
City Solicitor

BYLAW NO. 8156
Scona East Area Redevelopment Plan Bylaw

A Bylaw to designate Scona East as a Redevelopment Area, and to adopt the Scona East Area Redevelopment Plan

WHEREAS The Scona East Area is a changing area within the City of Edmonton;

WHEREAS it is deemed in the public interest to pass a Redevelopment Plan Bylaw for the Scona East Area, pursuant to Section 65 of the Planning Act, R.S.A. 1980, CP-9, as amended;

NOW THEREFORE the Municipal Council of the City of Edmonton, after due compliance with the provisions of the Planning Act, and duly assembled hereby enacts as follows:

1. The Scona East Area as shown on the map annexed hereto as Schedule "A", is hereby designated as a redevelopment area (hereinafter referred to as "the Redevelopment Area"), pursuant to Section 65(a) of the Planning Act, for the purposes defined therein.

2. The Scona East Redevelopment Plan annexed hereto as Schedule "B" is hereby adopted as the Scona East Area Redevelopment Plan, pursuant to Section 65(b) of the Planning Act.

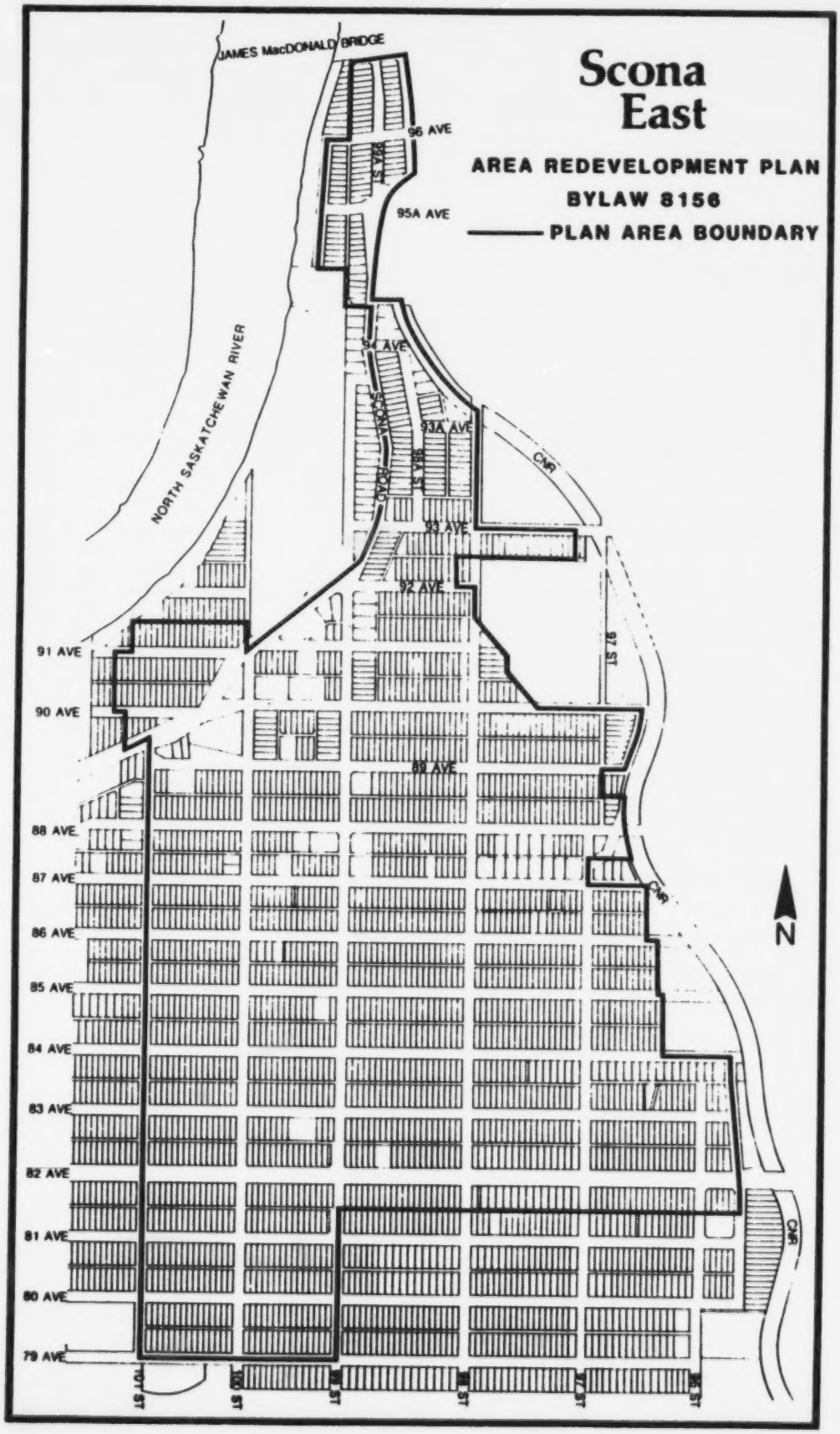
READ a first time this day of A.D. 1986.
READ a second time this day of A.D. 1986.
READ a third time this day of A.D. 1986.

THE CITY OF EDMONTON

_____
Mayor

_____
City Clerk

SCHEDULE "A"



Scona East
AREA REDEVELOPMENT PLAN
BYLAW 8156
PLAN AREA BOUNDARY
JAMES MacDONALD BRIDGE
NORTH SASKATCHEWAN RIVER
96 AVE
95A AVE
94 AVE
93A AVE
93 AVE
92 AVE
91 AVE
90 AVE
89 AVE
88 AVE
87 AVE
86 AVE
85 AVE
84 AVE
83 AVE
82 AVE
81 AVE
80 AVE
79 AVE
SCONA ROAD
CNR
97 ST
N

APPROVED

As to Form
City Solicitor

BYLAW NO. 8157
Being a Bylaw to Amend Bylaw No. 5996, as amended,
The Edmonton Land Use Bylaw

WHEREAS the Municipal Council of the City of Edmonton wishes to amend the Edmonton Land Use Bylaw by redistricting certain properties in order to achieve the objectives of the proposed Scona East Area Redevelopment Plan;

NOW THEREFORE the Municipal Council of the City of Edmonton, after due compliance with the provisions of the Planning Act, Chapter P-9 R.S.A. 1980 and duly assembled enacts as follows:

1. The Land Use District Map, being Part III of Bylaw No. 5996, the Edmonton Land Use Bylaw, as amended, is hereby further amended by redistricting the lands legally described on Schedule "A" annexed hereto, as shown on Schedule "B" attached hereto, forming part of this Bylaw.

2. Part II of the Edmonton Land Use Bylaw, as amended, is hereby further amended by adding to it after Section 820K a new Section 820L "Statutory Plan Overlay Schedule for "the Scona East Area Redevelopment Plan" as shown on Schedule "C" attached to and forming part of this Bylaw.

READ a first time this	day of	A.D. 1986.
READ a second time this	day of	A.D. 1986.
READ a third time this	day of	A.D. 1986.

The City of Edmonton

_____
Mayor

_____
City Clerk

SCHEDULE "A" TO BYLAW NO. 8157
RESTRICTING IN THE SCONA EAST AREA REDEVELOPMENT PLAN

DISTRICTING		LEGAL DESCRIPTION			
From	To	Block	Lots	Plan	Subdivision
RA7	RF2*	94	20 to 30	I1	R.L.15
RA7	RF2*	94	7 to 11	I1	R.L.15
RA7	RF2*	94	A to D	6361 HW	R.L.15
RA7	RF2*	107	1 to 4	I9	R.L.15
RA7	RF2*	107	10 to 12	I9	R.L.15
CB1	CNC	107	13 to 17	I9	R.L.15
RA7	RF2*	107	22 and 24 to 30	I9	R.L.15
RA7	RF2*	107	23A and 23B	8123296	R.L.15
CB1	CNC	121	1 to 4	I17	R.L.17
RF3	RF2*	121	5 to 36	I17	R.L.17
CB1	CNC	121	37 to 40	I17	R.L.17
RF3	RF2*	128	9 to 22	I21	R.L.17
RF3	RF2*	128	24 to 38	I21	R.L.17
RF3	RF2*	128	39 and 40	7521684	R.L.17
RA9	RA7	124	1 to 6	I24A	R.L.15
RA9	RA7	124	20 to 23	I24A	R.L.15
RF3	RF2*	90	5 to 36	I17	W28
RA8	US	75	1 and 2	I8	W28
RF3	RF2*	75	5 to 36	I8	W28
RA8	US	75	39 and 40	I8	W28
RF3	RF2*	74	1 to 19	6813AL	W28
RF3	RF2*	74	A to F	8057ET	W28
RF3	RF2*	74	W½27 to 36	6813AL	W28
RF3	US	18	1 to 3	4575S	Brackman Kerr
RF3	RF2*	17	1 to W11' of 10	4575S	Brackman Kerr
RF3	RF2*	17	10A to 12	1273KS	Brackman Kerr
RF3	RF2*	17	13 to 18	4575S	Brackman Kerr
RF3	RF2*	X	1 to 13	2368Q	Bonnie Doon
A	RF2*	X	14 to 16	2368Q	Bonnie Doon
RF3	RF2*	16	19 to 36	4575S	Brackman Kerr
RF3	RF2*	1	1 to 24	2368Q	Bonnie Doon

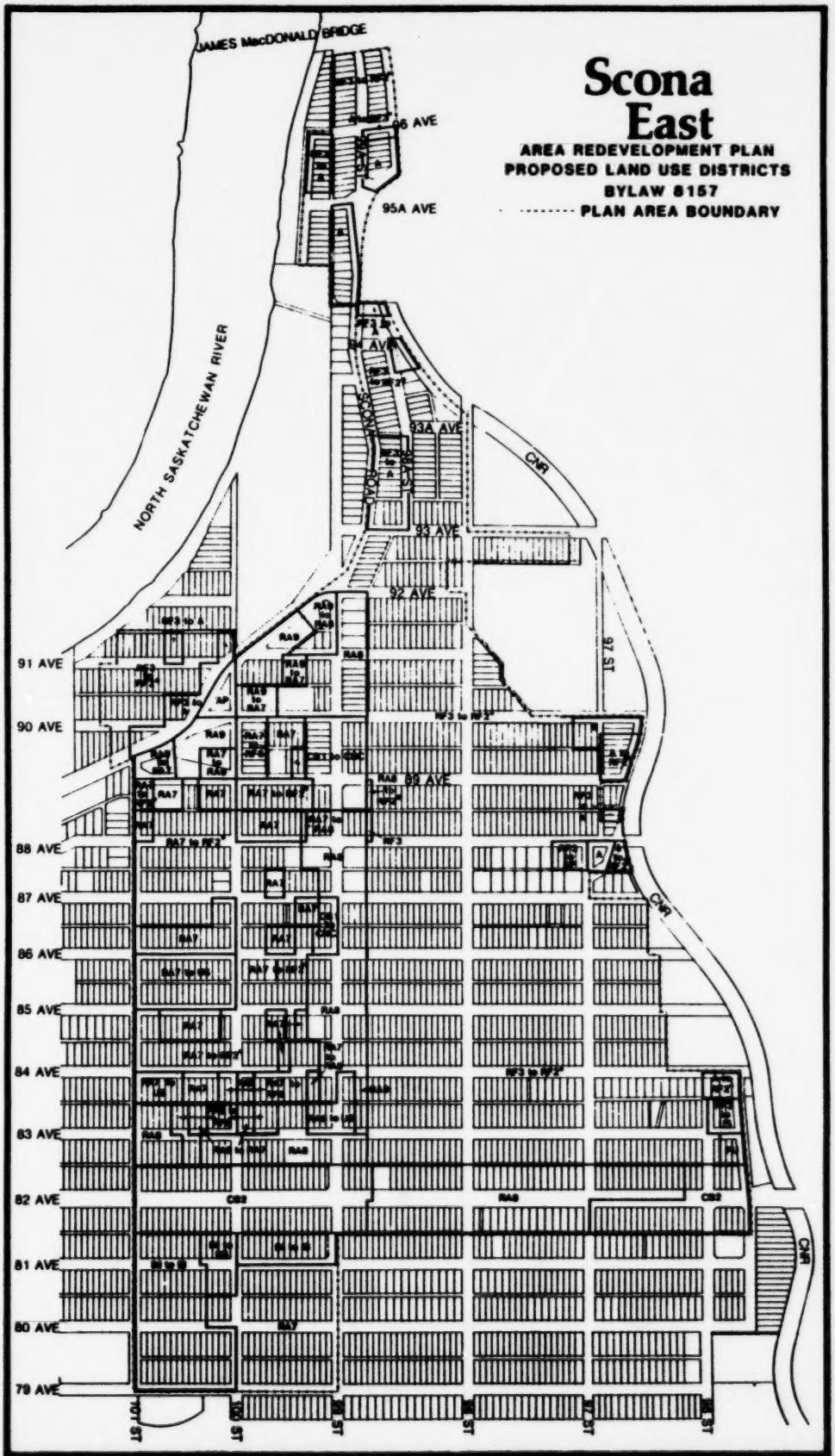
DISTRICTING		LEGAL DESCRIPTION			
From	To	Block	Lots	Plan	Subdivision
RF3	RF2*	4	1 to 22	2368Q	Bonnie Doon
RF3	RF2*	5	1 to 18	2368Q	Bonnie Doon
IM	IB	41	1 to 30	I17	R.L.15
IM	IB	52	1 to 11	I17	R.L.15
IM	US	52	12 to 15	I17	R.L.15
IM	IB	52	20 to 30	I17	R.L.15
IM	US	59	16 to 20	I	R.L.15
IM	IB	59	21 to 30	I	R.L.15
RA7	RF2*	117	20 to 30	I9	R.L.15
CB1	CNC	117	16 to 18	I9	R.L.15
RA7	RA8	117	11	I9	R.L.15
CB1	CNC	122	1 to 8	XXVII	R.L.15
RA7	RF6	122	15 to 22	XXVII	R.L.15
RA7	RF6	122	27 & 28	XXVII	R.L.15
RA9	RA7	123	3 to 5	3866ET	R.L.15
RA7	RA9	123	S.E. ptn. 1A	4231RS	R.L.15
IM	IB	58	16 to 30	I	R.L.15
RF3	RF2*	93	5 to 36	I7	W28
RF3	RF2*	72	21 to 36	I	W28
RF3	RF2*	73	19 to 36	I	W28
RF3	RF2*	92	1 to 36	I17	W28
RF3	RF2*	125	9 to 38	I21	R.L.17
RF3	RF2*	126	1 to 13	5519AP	R.L.17
RF3	RF2*	H	1 to 33 exc. 21 & 22	6398AJ	R.L.17
A	RF2*	7	3 to 9	1820AX	Spruce Centre
RF3	RF2*	120	1 to 42 exc. 22 to 25	733AR	R.L.17

DISTRICTING		LEGAL DESCRIPTION			
From	To	Block	Lots	Plan	Subdivision
RF3	RF2*	119	1 to 42	I	R.L.17
RF3	RF2*	6	1 to 5	6086CL	Centre Town
RF3	RF2*	2	1 to 7	4798EO	R.L.17
RF3	RF2*	5	1 to 5	6086CL	Centre Town
RF3	RF2*	1	27 to 33	4798EO	R.L.17
A	RF2*	4	7	6086CL	Centre Town
RF3	RF2*	3	1 to 10	6086CL	Centre Town
RF3	RF2*	1	1 to 9	3313EO	R.L.15
RF3	RF2*	4	1 & 10 to 18 exc. 12	1459BA	Strathspey
RF3	A	4	9 and 12	1459BA	Strathspey
RF3	RF2*	3	1 to 30	1459BA	Strathspey
RF3	A	3	1 & 2, 9 to 11	8057R	Lavigne
RF3	RF2*	3	16 to 19	8057R	Lavigne
RF3	RF2*	3	3 to 8, 12 to 15	8057R	Lavigne
RF3	RF2*	2	7 to 17, 26 to 42	8057R	Lavigne
RF3	A	2	2 to 6, & 43	8057R	Lavigne
RF3	RF2*	1	4 to 6	8057R	Lavigne
RF3	A	1	1 to 3	8057R	Lavigne
RA7	RF2*	116	3 to 15 & 29 & 30, & Lot 21 W22' to 23	7995R	R.L.15
RA7	RF2*	112	25 to 31	2356CL	R.L.15
RA7	RF2*	112	Ptn. E of 25	I	R.L.15
RA7	RF2*	112	Ptn. 66'W CDE Pln 8022322	I	R.L.15
RA7	RF2*	112	Ptn 33'W CDE Pln 8022322	I	R.L.15
RA7	RF2*	112	8 to 13	800CG	R.L.15
RA7	RF2*	112	1 to 4	1073AZ	R.L.15

DISTRICTING		LEGAL DESCRIPTION			
From	To	Block	Lots	Plan	Subdivision
A	RF2*	7	5	1796CL	Bonnie Doon
RF3	AP	110	1 to 5	1863AR	W28
RF3	RF2*	110	1 to 8 & 11 to 15W½	I14	W28
RF3	RF2*	110	A to C	6229AX	W28
CB1	CNC	118	40A	8220520	R.L.17
RF3	RF2*	118	6 to 35	I	R.L.17
RF3	RF2*	118	36A	8220520	R.L.17
RF3	RF2*	108	5 to 36	I17	W28
RF3	RF2*	111	5 to 36	4647Z	W28
RF3	RF2*	109	1 to 9, 13 to 22 E½, W½ 24 to 36	I13	W28
RF3	RF2*	109	10A & 11A	8322209	W28
RF3	RF2*	109	22A & 23A	7722775	W28
RF3	RF2*	130	1 to 16	5519AP	R.L.17
RF3	A	8	4 and 5	1820AX	Spruce Centre
RF3	RF2*	8	6 and 7	1820AX	Spruce Centre
RF3	A	2	2 to 10	3313EO	R.L.15
RF3	RF2*	2	1	3313EO	R.L.15
RF3	A	2	1 to S½ of 15	1459BA	Strathspey
RF3	RF2*	2	N½ of 15 to 29	1459BA	Strathspey
RA7	RF2*	113	1 to 12 & 16 to 30	I9	R.L.15
RA7	RF2*	113	A & B	6454ET	R.L.15
PU	RF2*	15	8	4575S	Brackman Kerr
RA7	US	77	24 to 30	I10	R.L.15
RA8	RF6	77	6 to 8	I10	R.L.15
RA8	RA7	77	9 to 11	I10	R.L.15
RA8	RF6	77	12 to 15	I10	R.L.15
RA7	RF6	77	16 and 17	I10	R.L.15

DISTRICTING		LEGAL DESCRIPTION			
From	To	Block	Lots	Plan	Subdivision
RA8	RF6	70	21 to 23	I	R.L.15
RA7	RF2*	88	1 to E22'of 17	I1	R.L.15
RA7	RF2*	88	28 to 30	I1	R.L.15
RA7	US	95	1 to 30	I10	R.L.15
RA7	RF2*	106	19 to 30	I1	R.L.15
RA8	RA7	76	29 & 30	I1	R.L.15
RA8	RF6	76	25 to 28	I1	R.L.15
RA8	US	76	16 to 19	I1	R.L.15
RA7	RF6	76	3 to 11	I1	R.L.15
RA7	RA8	76	12 & 13	I1	R.L.15
RA7	RF2*	89	1 to 6	I17	R.L.15
RA7	RF6	89	9 to 13	I17	R.L.15
RA7	RF2*	89	27 to 30	I17	R.L.15
RA7	RF2*	89	22 & E26' of 23	I17	R.L.15
RF3	RF2*	91	1 to 36	I7	W28
RA9	RA8	129	6 to 10	6399 ET	R.L.15

SCHEDULE "B"


Scona East
AREA REDEVELOPMENT PLAN
PROPOSED LAND USE DISTRICTS
BYLAW 8157
PLAN AREA BOUNDARY
JAMES MacDONALD BRIDGE
NORTH SASKATCHEWAN RIVER
96 AVE
95A AVE
95 AVE
94 AVE
93A AVE
93 AVE
92 AVE
91 AVE
90 AVE
89 AVE
88 AVE
87 AVE
86 AVE
85 AVE
84 AVE
83 AVE
82 AVE
81 AVE
80 AVE
79 AVE
CNR
97 ST
101 ST
100 ST
99 ST
98 ST
97 ST
96 ST
95 ST
RF3, RA7, RA8, A to RF2. RA7, RA8 to RF6.
RA8, RA9 to RA7. RA7, RA9 to RA8. RA7 to RA9.
CB1 to CNC. IM to IB. RF3 to A. RF3 to AP.
N

SCHEDULE "C" TO BYLAW NO. 8157

SECTION 820 L — STATUTORY PLAN OVERLAY SCHEDULE FOR THE SCONA EAST AREA REDEVELOPMENT PLAN

820 L.1 General Purpose

To alter or specify regulations for Permitted and Discretionary Uses in otherwise appropriate Land Use Districts in order to achieve the objectives of the proposed Scona East Area Redevelopment Plan.

820 L.2 Application

The designation, location and boundaries of each underlying Land Use District or subdistrict affected by this Schedule are as indicated on Appendix I to this Schedule.

820 L.3 Regulations Altered by Statutory Plan Overlay

The development regulations of Section 820 L.4 shall be applied in place of or in addition to regulations of the underlying land use Districts, in accordance with the provision of Section 820 of this Bylaw.

820 L.4 RF2* Scona East Low Density Infill District

1. The following development regulations shall be substituted for the specified regulations of Section 120 of this Bylaw and shall apply to those RF2 Districts identified on Appendix I to this Schedule.

   a) The minimum site area shall be 300 m^2 (3,229 sq. ft.) for each single detached dwelling.

   b) The minimum site width shall be 10.0 m (32.8 ft.) for each single detached unit.

   c) The minimum front yard shall be 3.0 m (9.8 ft.). Notwithstanding the above, where a consistent front setback exists on the block, that setback should be respected with new development neither projecting in front nor creating a gap in the established building line.

   d) The maximum total site coverage shall not exceed 40%, with a maximum of 30% for a principle building and a maximum of 12% for accessory buildings.

e) Where lane access is provided, side yards shall be provided on the following basis:

i) The minimum side yard shall be 1.2 m (3.94 ft.). Notwithstanding the above, minimum side yard requirements for developments involving renovations and additions shall be based on the building line of the existing building but in no case shall be less than 0.5 m (1.5 ft.). In such cases the proposed development shall be deemed a Class C development application.

ii) On a corner site where the building fronts onto the front yard, the minimum side yard abutting a flanking public roadway other than a lane shall be a minimum of 2 m (6.6 ft.)

iii) On a corner site where the building fronts onto a flanking public roadway other than a lane, the minimum side yard abutting the flanking public roadway shall be 2 m (6.6 ft.).

f) Where lane access is not provided, side yards shall be established on the following basis:

i) Side yards shall total at least 20% of the site width but the requirement shall not be more than 6.0 m (19.7 ft.) with a minimum side yard of 1.2 (3.94 ft.) . Notwithstanding the above the minimum side yard requirements for developments involving renovations and additions shall be based on the building line of the existing building but in no case shall be less than 0.5 m (1.5 ft.). In such cases the proposed development shall be deemed a Class C development application.

ii) On a corner site where the building fronts onto the front yard, the minimum side yard abutting a flanking public roadway other than a lane shall be 20% of the site width to a maximum of 4.5 m (14.8 ft.).

iii) On a corner site where the building fronts onto a flanking public roadway other than a lane, the minimum side yard abutting the flanking roadway shall be 4.5 m (14.8 ft.).

PREAMBLE

The Scona East Area Redevelopment Plan has been prepared by the Scona East Community Steering Committee with technical assistance from the Planning and Building Department. The Committee members elected on December 9, 1982 and ratified by City Council on January 11, 1983, included:

Representative Positions

Harvey Brust - Development Industry (Urban Development Institute (UDI) and Housing and Urban Development Association of Canada (HUDAC))
David Goa - Religious/Cultural Organizations
Richard Nutter - Strathcona Centre Community League
*Sandra Wolff - Owners of Businesses in Plan Area
*Robert Mais - Senior Citizens
*Nancy Kotani - Tenants
Des Berghofer - Historical/Heritage Organizations
*Allan Manzie - Property Owners Residing in Plan Area

Members at Large

Ron Chalmers
Daryl Wilson
Bart Deeg
Donna Smith
Andrea Hamilton
*Jim Scott

Subsequent to City Council's decision to amend the Plan area boundaries to include Centre Town and Lavigne, the following individuals joined the Committee:

Joe Ochman - representing Lavigne residents
Gerald Messelink - representing Centre Town residents

On May 7, 1986, Richard Nutter, Chairperson of the Scona East Community Steering Committee, requested that the Planning and Building Department undertake the necessary actions to bring this Plan and the accompanying land use amendments to City Council as a Bylaw.

*Individuals who have resigned from the Committee

SCONA EAST AREA REDEVELOPMENT PLAN

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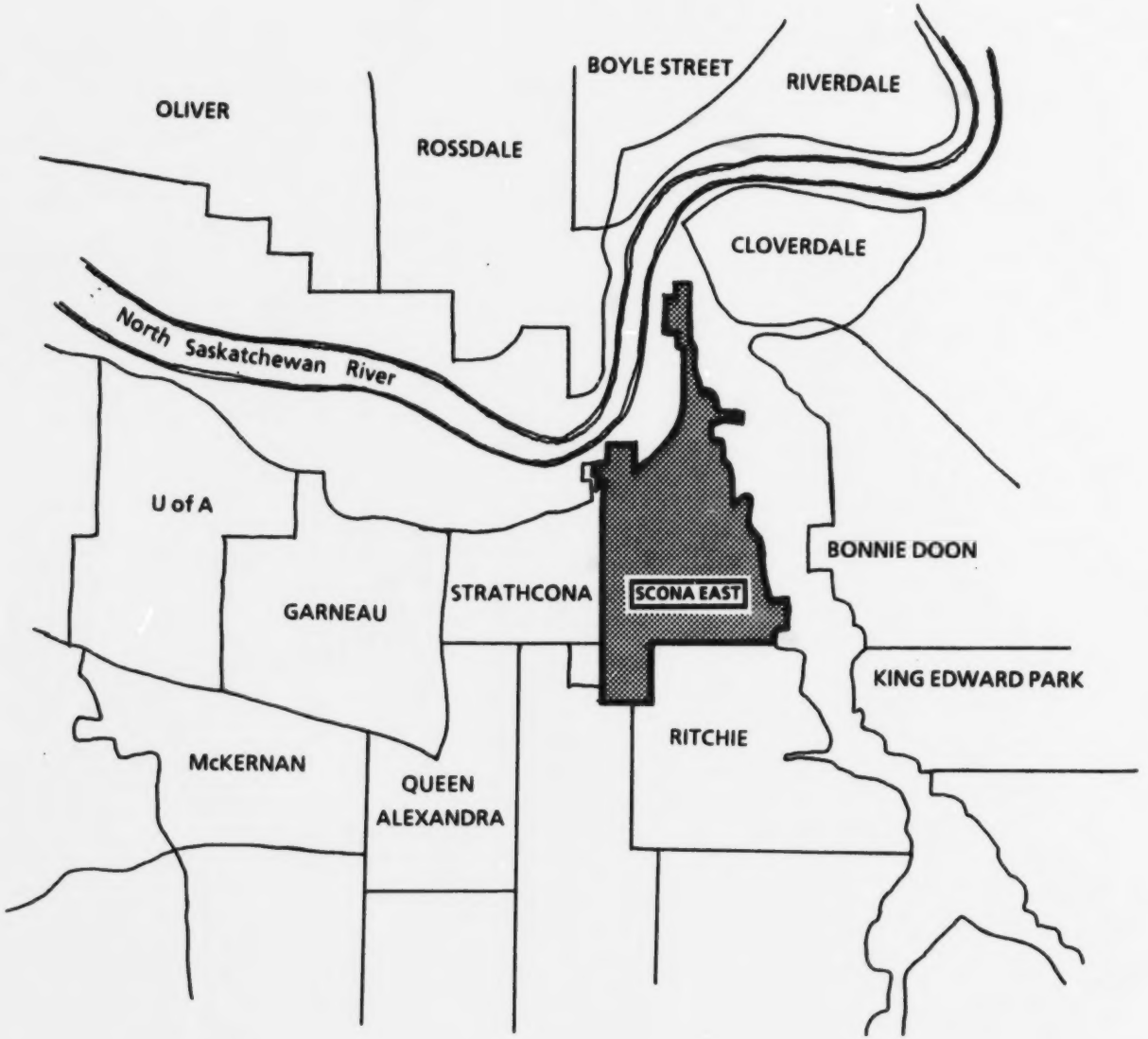
SCONA EAST AREA REDEVELOPMENT PLAN

MAP 1 Scona East Plan Area Boundary



1.0 INTRODUCTION

1.1 Plan Area Boundaries

The Scona East Area Redevelopment Plan boundary is shown on the accompanying illustration Map 1, Location of Scona East.

The original boundaries of the Scona East Area Redevelopment Plan approved by City Council on April 13, 1982 were generally defined by the following:

101 Street to the west, the North Saskatchewan River Valley to the north, Mill Creek Ravine to the east, and to the south - the laneway south of 82 Avenue, east of 99 Street and 79 Avenue - west of 99 Street.

On December 14, 1983, during deliberations on the Draft North Saskatchewan River Valley Area Redevelopment Plan Bylaw, City Council amended the boundaries of the Scona East Area Redevelopment Plan to include the River Valley communities of Centre Town, Lavigne and selected properties on the edge of Mill Creek Ravine.

On February 26, 1985, City Council further amended the boundaries of the Scona East Area Redevelopment Plan to include Lots 17, 18, 19, Block 3, Plan 8057R, on the north side of 91 Avenue in the River Valley community of Lavigne.

1.2 Authority for the Plan

Impetus for preparation of an Area Redevelopment Plan for Scona East came from the Strathcona Centre Community League during the final approval stages of the Old Strathcona Area Redevelopment Plan (ARP) in 1981.

In September 1981, following a recommendation from the Public Affairs Committee, City Council directed the administration to bring forward Draft Terms of Reference for an Area Redevelopment Plan for Scona East.

On April 13, 1982, City Council authorized the preparation of an Area Redevelopment Plan for Scona East in accordance with terms of reference which had been drafted by the Planning and Building Department and the Planning and Liaison Committee of the Strathcona Centre Community League.

1.3 Definitions

Terms and words in this Plan have the same meaning as defined in the Planning Act, the Edmonton Land Use Bylaw and the General Municipal Plan.

1.4 The Planning Process

The planning process began with the election of the Scona East Community Steering Committee. The Committee structure included individuals representing the following interests in the community:

Number of Individuals, Organization(s) or Areas of Interest

1	Local Business Associations
1	Housing and Urban Development Association of Canada (HUDAC) and Urban Development Institute (UDI)
1	Tenants residing in the Plan Area
1	Property owners residing in the Plan Area
1	Religious/cultural organizations in the Plan Area
1	Historical/heritage organizations in the Plan Area
1	Senior citizens residing in the Plan Area
1	Community Leagues in the Plan Area
6	Members elected at large.

Two elections were held in the community prior to the Committee being officially recognized by City Council on January 11, 1983.

Subsequent to the boundary change, the Committee was expanded to include representatives from Lavigne and Centre Town. The role of the Steering Committee has been to:

- guide the planning process;
- facilitate ongoing participation by the whole community; and
- to finalize documents prior to submission to City Council.

The role of the Planning and Building Department has been primarily consultative and technical - preparing background material, facilitating the Steering Committee's efforts at public participation, providing comments and alternative concepts to the Committee at various stages in the process and preparing a draft Plan following the direction of the Committee.

1.5 Public Participation

In accordance with the Terms of Reference, the Steering Committee has determined the form and nature of public participation throughout the Plan process. Implicit in the structure of the Committee has been the ongoing contact of the Committee members with the interest groups in the Community that they were elected to represent. In addition, a number of other opportunities for public involvement have been provided throughout the planning process, beginning with the actual election of the Steering Committee and including numerous public meetings, workshops and surveys.

1.6 Structure of the Plan

The Scona East Area Redevelopment Plan is comprised of six sections.

Section 1 is an introduction to the Plan. Section 2 is a description of the neighbourhood and the key issues which have provided direction to the Plan. Section 3, the Development Strategy for the neighbourhood, establishes the framework for the policies of the Plan. This Section contains the Scona East Concept Plan which was approved in principle by City Council on April 24, 1984. Section 4 contains the policies of the Plan. Section 5, The Implementation Program, is a description of the implementation process which includes a community involvement strategy. Section 6 contains the land use regulations of the Plan.

There are two companion documents which accompany this Area Redevelopment Plan Bylaw. These are:

1. Bylaw No. 8157; a bylaw which amends the Edmonton Land Use Bylaw No. 5996; and

2. The Scona East Area Redevelopment Plan Implementation Report; which outlines specific actions and program changes required to achieve the objectives and policies of the Plan, including a community involvement strategy which establishes a process for ongoing community involvement in the implementation of the Plan.

1.7 Legal Conformity with Other Legislation

The Scona East Area Redevelopment Plan meets the requirements of the Planning Act, Chapter P-9 Section 67, as well as the Edmonton Metropolitan Regional Plan and the Edmonton Land Use Bylaw No. 5996.

This plan also conforms with the applicable Edmonton General Municipal Plan Bylaw No. 6000 objectives and policies, including the following:

Residential

The Scona East Plan reinforces the development and retention of neighbourhood identity, in accordance with General Municipal Plan Policy 13.A.8.

Parks

The Scona East Plan promotes the optimization of existing parks and open space opportunities in the neighbourhood, in accordance with Objective 10.B of the General Municipal Plan. The Scona East Plan also encourages increased involvement of the community in developing and implementing parks and recreation services, in accordance with Policy 10.C.2 of the General Municipal Plan.

Transportation

The Scona East Plan proposes a traffic management scheme to reduce the effects of cut-through traffic, in accordance with General Municipal Plan Objective 8.D.

Heritage Conservation

The Scona East Plan defines the specific building elements and architectural style which, if reflected in new construction, will conserve the distinctive character of portions of the area and enhance the image of the neighbourhood, in accordance with General Municipal Plan Policies 15.B.5 and 15.B.6.

Commercial Development

The Scona East Plan establishes limits to commercial development along 82 Avenue and 99 Street to minimize negative impacts of commercial development on adjacent residential areas. The Plan also promotes improvements to the appearance of the 82 Avenue strip, in accordance with General Municipal Plan Objective 6.G.4.

2.0 NEIGHBOURHOOD CONTEXT

2.1 Historical Overview of Scona East

Scona East is one of the oldest neighbourhoods in the City. It was first settled in 1882 by two prominent Strathcona businessmen, F. H. Sache and Alexander McLeod. In 1891, the land east of 99 Street was annexed to the town of Strathcona. Development followed a plan of subdivision drawn by the Calgary and Edmonton Railway Company.

Development spread east in a semi-circular pattern from an initial cluster of buildings around the CPR tracks and 82 Avenue in Old Strathcona. The community was strictly residential and very sparsely developed prior to 1912.

A major residential building boom took place in Scona East in 1913, in conjunction with a boom which hit the City of Edmonton. In the period between 1910 and 1919, 20% (244) of the buildings in Scona East today were constructed; a growth spurt matched only by the post World War II construction boom, during which 31% (374) of the existing housing stock was constructed.

In the 1960's, the character of the neighbourhood began to change. The approval of Bylaw No. 2272 on April 16, 1962 allowed the development of walk-up apartments in the neighbourhood. Bylaw No. 2272 zoned the area west of 99 Street as R-4, (R-4 is roughly equivalent to the RA7 - Low Rise Apartment District), allowing apartment development in this area. Prior to the 1960s, the only apartments in the neighbourhood were those located north of 89 Avenue along 99 Street and along 82 Avenue.

The late 1970's and early 80's were marked by considerable activity in apartment construction. Between 1979 and 1981, 216 apartment units were approved with the bulk of apartment construction taking place between 99 Street and 101 Street. Development in the area east of 99 Street was primarily confined to renovations and a few duplexes and fourplexes.

Since 1981, apartment development activity in the neighbourhood has slowed considerably in conjunction with the downturn in the economy. During this same period, many older homes have been rejuvenated and/or renovated.

2.2 Scona East Today

Scona East still maintains a strong sense of its past. Throughout the neighbourhood are 518 residential structures that were built prior to 1940. Almost half of these buildings will be added to the City's Heritage Register as a result of an evaluation of the neighbourhood which was undertaken by the Heritage Sites Selection Committee of the Edmonton Historical Board.

East of 99 Street, Scona East is a distinctive character area comprised of single detached dwellings, (some with suites), duplexes, rooming and boarding houses, and a few fourplexes and semi-detached structures. The proximity to Mill Creek Ravine, the mature trees and the unique characteristics of the older housing stock make this portion of Scona East a particularly desirable residential area. Lavigne has a similar character, made even more attractive by its park setting and physical separation from the rest of the neighbourhood and the City.

Centre Town is an enclave of 22 houses located west of Scona Road, overlooking the North Saskatchewan River. Noise from 98 Avenue and Scona Road and difficult access detract from this otherwise idyllic setting.

The highest densities in Scona East are in the vicinity of Saskatchewan Drive. West of 99 Street, there is a mix of residential land uses, with most of the apartments concentrated near 99 Street, Saskatchewan Drive and 82 Avenue.

South of 82 Avenue is an area which accommodates a mix of commercial, residential and industrial uses. Automobile - oriented commercial uses predominate in the area between 100 Street and 101 Street.

82 Avenue is the commercial core of Scona East. The businesses in this area serve a city-wide market, according to the results of a survey of businesses which was undertaken in 1982. In contrast, the commercial businesses on 99 Street service a more local market.

In Scona East are five churches, one former public school building, (old King Edward School), three senior citizen self-contained apartment buildings, and a number of group homes.

According to 1982 Civic Census records, Scona East is home to approximately 5,800 residents. Scona East experienced an 8% decline in population between 1972 and 1982. This decline was less than the inner city average.

The following are some of the characteristics of the population in Scona East:

- 12% of the population are senior citizens compared to a City average in 1982 of 9%;
- 13% of the population are under the age of 20 compared to a City average of 28% in 1982;
- a concentration of persons are in the 20-29 age bracket (45%) compared to a City average of 27%;
- 80% of the population reside in rented accommodation; and
- there is a high percentage of one and two person households (80%).

These are characteristics which are typical of other inner city neighbourhoods in Edmonton; i.e., Oliver and Garneau.

The location of Scona East has influenced both the demographic profile and the housing form in the neighbourhood. Proximity to the University, Downtown, Government Centre and other employment centres have made the neighbourhood attractive for apartment development. As a result, Scona East has historically had one of the lowest apartment vacancy rates in the City.

2.3 Issues

Both the identification and confirmation of issues has taken place through the ongoing involvement of the Steering Committee, issue workshops, feedback sessions on the Scona East Concept Plan, and a community survey. All of the issues listed below are addressed in the Plan; however, the extent to which they can be resolved varies.

2.3.1 Community Involvement in Local Planning Decisions

Through the efforts of the Steering Committee, the community has become involved in local planning and decision-making. The Steering Committee has monitored development activity, set the direction of the Area Redevelopment Plan and represented the community at the Development Appeal Board. There is a desire to arrive at a mechanism through which the community has meaningful input into planning and development decisions.

2.3.2 Preservation of the Historic Character of the Neighbourhood

In all of the public workshops, reference was made to the character of the neighbourhood. There was general agreement that in Scona East a number of different elements contribute to this character, such as the mix of housing styles, tree-lined streets, uniform setbacks, the steep roof pitches, similar height and building size and the narrow lots. The issue is how to ensure that new building and renovations contribute to, rather than detract from, the character of the neighbourhood.

2.3.3 Limiting Traffic Movements Through the Neighbourhood

The older grid street pattern creates a number of opportunities for short-cutting. Scona East is affected adversely by traffic on 99 Street, 82 Avenue and Saskatchewan Drive. Although the studies undertaken by the Transportation Department suggest that the problem is not a serious one, short-cutting traffic is still of concern to many residents. The residents would like to see traffic limited to local traffic only.

2.3.4 Negative Impact of 99 Street on the Neighbourhood

Traffic on 99 Street, and in particular the volume of truck traffic, is a long standing issue in Scona East. Concerns focus on what is perceived to be an

unsafe pedestrian environment: narrow sidewalks, no separation between pedestrians and fast moving truck and bus traffic, and unsafe pedestrian crossings. There is also a desire on the part of residents to share the burden of the truck traffic with other neighbourhoods.

2.3.5 Lavigne: Access and Egress Problems

The Transportation Department and the Water and Sanitation Department have identified that portions of 91 Avenue are deteriorating because of bank instability problems. Residents have also indicated the need for alternative strategies to deal with winter and summer access.

2.3.6 Preservation/Recovery of the Low Density Residential Character of the Neighbourhood

There is a fear that much of the neighbourhood could be redeveloped into walk-up apartments, which would result in changing the character of the neighbourhood. There is, as a consequence, a strong interest in maintaining and preserving the existing housing stock. Although pressure for redevelopment has diminished with the downturn in the economy, the focus of the Steering Committee and a major topic at workshops was how to preserve existing single detached housing development throughout the neighbourhood. This was of particular concern west of 99 Street.

2.3.7 Land Use Regulations Which Hinder Alterations and Additions in the Neighbourhood

Land use regulations create some problems for people who wish to renovate their homes. Given the age of the buildings and changes in land use regulations over time, many buildings do not conform to the existing land use regulations. As a result, applications for minor additions may end up at the Development Appeal Board. This has proven to be a costly and time-consuming process and in some cases, even a disincentive to homeowners wishing to undertake renovations. In some instances, where homeowners have anticipated these problems, they have bypassed the permit process.

The issue which has been identified is the need to amend the land use regulations so that the problems of residential development on 10 meter (32.8 ft.) wide residential lots are minimized.

2.3.8 Other Concerns Reviewed in the Planning Process

The following are issues which were reviewed during the planning process but did not generate sufficient interest to warrant detailed examination at this time.

(a) Lack of Park Space

Improving the quantity, quality and distribution of park space was identified by the Steering Committee as an issue. It was also addressed in objective statements prepared by the Committee. However, parks and open space are not of major concern to most Scona East residents, according to the results of a community survey. It should also be noted that since initiation of the Plan, a major improvement to the open space system in the form of Mill Creek Park has been completed.

(b) Need to Rejuvenate Commercial Areas of 82 Avenue and 99 Street

Improving the appearance and viability of the commercial areas of 82 Avenue and 99 Street was identified by the Steering Committee as an issue. However, it is difficult to assess to what degree this concern is shared by the merchants and business operators in Scona East, because the business community has not played an active role in plan preparation. Therefore, the rejuvenation of the area by establishing a business revitalization zone or a street improvement program cannot be accomplished at this time.

(c) Promoting and Preserving the Ethnic Characteristics of the Neighbourhood

Residents identified the ethnic flavour of the businesses on 82 Avenue as an element which contributed to the unique character of the neighbourhood. However, it is the perception of residents that this aspect of the neighbourhood is not threatened.

(d) On-Street Parking

Non-resident parking was identified as an issue at the outset of the planning process. However, parking surveys undertaken by the Transportation Department revealed that commuter or non-resident parking was not a problem in the neighbourhood according to the standards of the Transportation Department.

3.0 SCONA EAST DEVELOPMENT STRATEGY

3.1 Introduction

The Scona East Area Redevelopment Plan is based on a development strategy which outlines in broad terms how the Scona East neighbourhood should develop in the future. This strategy is both a written and a visual expression of what is to be achieved in the neighbourhood by implementation of the policies of the Plan.

A Concept Plan which included a Plan philosophy, broad goals and objectives for Scona East, as well as a preferred development strategy, was approved in principle by City Council on April 24, 1984. Direction was given that the comments of the Administration be taken into consideration in the preparation of the Draft Plan.

3.2 Plan Philosophy

The philosophical statements prepared by the Scona East Community Steering Committee are the principles upon which the Scona East Plan is based. From this set of principles the Scona East Community Steering Committee developed the goals and objectives, the development strategy and ultimately the Plan policies.

3.2.1 Physical Diversity and Setting

The Scona East Area Redevelopment Plan will encourage the preservation and enhancement of the diverse residential, commercial, and historic nature of this area in harmony with the adjacent River Valley, Mill Creek Ravine, Ritchie, and Old Strathcona.

3.2.2 Participation

The Scona East Area Redevelopment Plan will encourage the continuing participation of community groups and individual stakeholders in planning and implementing the future development of Scona East.

3.2.3 Interdependence

The Scona East Area Redevelopment Plan is organized into sections, but recognizes that objectives within each section overlap and influence objectives in other sections.

3.2.4 Conviviality

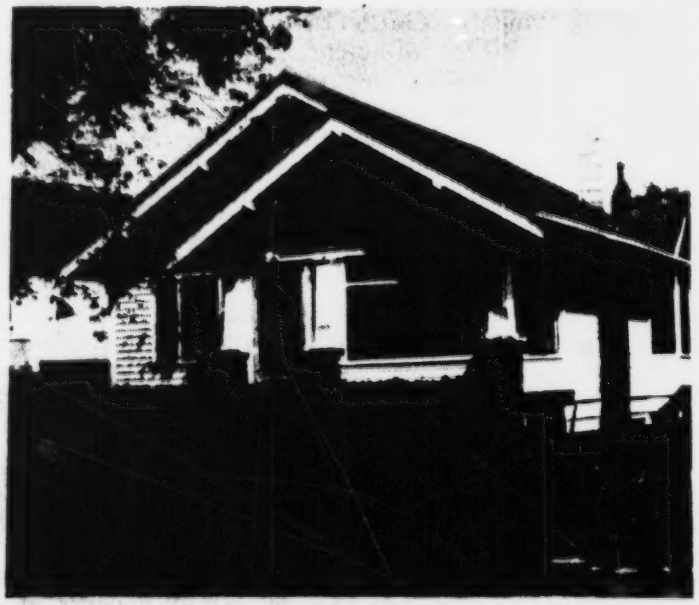
The Scona East Area Redevelopment Plan will encourage the preservation and enhancement of the total social and physical sense of community with emphasis upon the quality of life afforded to residents.

3.2.5 Forward Looking

The Scona East Area Redevelopment Plan will move the community toward a desired future state, mindful of current trends yet optimistic about the community's ability to shape its own future.

3.3 Goals and Objectives

The goals and objectives establish a specific framework for the Scona East Area Redevelopment Plan. They are broad indications of what is to be achieved in the neighbourhood, both in the short term through implementation of some of the policies of the Plan, and in the longer term through commitment to the principles of the Plan by residents, stakeholders and the City. The policies of the Plan implement the goals and objectives.



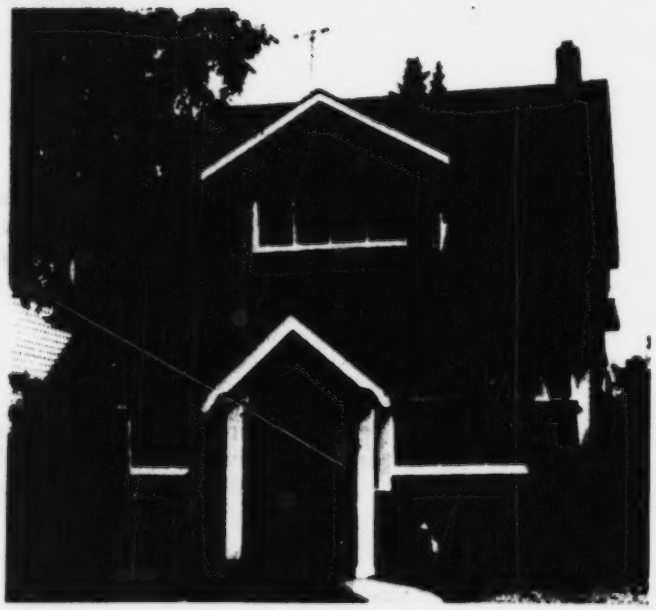
3.3.1 Physical Environment

Goal

This Plan recognizes that the physical environment of Scona East, both natural and historical, is intrinsically valuable, and vital to the life of the community. The Plan provides for overall improvement of the physical environment within Scona East, to ensure its attractiveness as a residential area and its viability as a commercial district.

Objectives

a) To ensure that existing characteristics, familiar landmarks, buildings, period architecture, streetscapes and natural features associated with Scona East are maintained and not obscured by new and incompatible development.



b) To ensure that new developments such as buildings, roads, and parks and urban design elements such as street lighting, signs, sidewalks, street furniture and transit shelters are harmonious and compatible with the area's traditional character.

c) To ensure that the unique character of Scona East is maintained by encouraging preservation, restoration and rejuvenation of existing physical features, and by encouraging complementary design innovations in new or renovated structures.

3.3.2 Residential

Goal

This Plan anticipates, where possible, the rejuvenation, upgrading and selective replacement of existing housing stock to encourage trends toward permanence and family (including children) living. Since population density is now relatively high compared to other family oriented residential neighbourhoods located close to the Downtown (e.g., Windsor Park, Glenora), only a very limited increase beyond the number of currently existing dwelling units is provided for in the Plan. This means that there will be an overall reduction in potential density. This means reducing the number of dwelling units which could have been built under the districting provisions in place prior to the adoption of this Plan.

Objectives

a) To encourage residential redevelopment in Scona East which is:
   i) human in scale and architecturally compatible with the historical character of the community,
   ii) consistent with the capacity of utility infrastructures and existing roads, and
   iii) complementary to the existing schools as important local resources.

b) To encourage the rejuvenation of existing structures rather than their demolition and replacement.

c) To ensure that, wherever reasonably possible, existing family housing, if deteriorated beyond the point of economical repair, is replaced by family (including children) oriented housing.

d) To encourage residential redevelopment which emphasizes the provision of housing types suitable for families in order to maintain a heterogeneous population mix, balanced in terms of family structure, status, age, physical and mental ability, ethnicity, socio-economic status, permanence and ownership.

3.3.3 Commercial

Goal

Commercial enterprise is a traditional and valued component of the Scona East Community. This Plan supports the rejuvenation of pedestrian oriented shopping. A wide variety of specialty items and services will be encouraged along 82 Avenue. More locally oriented retail uses will be encouraged along 99 Street. South of 82 Avenue, small scale craft and commercial uses which are consistent in scale and complementary in function to 82 Avenue will be encouraged.

Objectives

a) To create an environment which attracts visiting and local pedestrian shoppers along 82 Avenue and to maintain the existing neighbourhood commercial areas on 99 Street. This may be accomplished in part by the use of public spaces such as sidewalks, street faces and back lanes.

b) To promote the development of a wide variety of specialized retail shopping and services at ground level in commercial districts along 82 Avenue.

c) To ensure that redevelopment in the commercial districts is of a similar low scale and intensity as existing commercial development.

d) To support the development of a consistent theme in the commercial districts along 82 Avenue which is visually complementary to the early commercial buildings in Scona East and Old Strathcona and which facilitates pedestrian shopping.

e) To encourage the development of commercial and professional office space above retail space in existing commercial districts along 82 Avenue.

3.3.4 Transportation

Goal

The major transportation goals of this plan are to reduce the negative effects of auto and truck traffic along 82 Avenue and 99 Street; to protect all the streets from through traffic; and to enhance pedestrian, wheelchair and bicycle traffic in Scona East. These must be accomplished within the context of city-wide transportation needs and goals.

Objectives

a) To ensure that transportation developments cause a minimum of disruption in Scona East.

b) To ensure the safety and privacy of residential areas from through traffic, by implementation of a traffic management scheme which will resolve such issues as excessive speed and traffic on back lanes.

c) To encourage and support the use of public transit and the development of enhanced mass transit along 82 Avenue and 99 Street to relieve automobile traffic congestion.

d) To reduce the volume of truck traffic on 99 Street within the context of the Transportation policies of the General Municipal Plan.

e) To promote increased pedestrian activity in the commercial districts along 82 Avenue.

f) To facilitate pedestrian access to and through the community.

g) To facilitate the access of people in wheelchairs to and through the community by grading curbs as necessary.

h) To provide safe, convenient, and attractive access to and through the community for cyclists and pedestrians including handicapped persons.

i) To provide safe, convenient, and attractive access for cyclists and pedestrians to Mill Creek and the River Valley.

3.3.5 Parking

Goal

The major parking goal is to provide for adequate parking in the commercial areas of Scona East without physical or aesthetic intrusion into residential areas.

Objectives

a) To ensure that non-resident parking on residential streets in Scona East does not become a problem.

b) To work toward the establishment of a coordinated parking authority for the commercial districts of Old Strathcona and Scona East which will guide the implementation of parking facilities serving 82 Avenue and south of 82 Avenue.

c) To ensure that where possible in redevelopment schemes, adequate parking is provided for both residential and commercial activities. However, desirable renovations, restoration and small scale construction along 82 Avenue should not be precluded by parking requirements.

3.3.6 Parks and Open Space

Goal

Parks and open space are vital to the aesthetic, social and recreational needs of Scona East. This Plan acknowledges the role that the community must play in future development of open spaces in the neighbourhood, including participation in identifying needs, posing solutions and in actual park development.

Objectives

a) To encourage the community to provide, search for and to bring forward alternatives to conventional park space such as vacant properties, school grounds and closed roads to create pedestrian open space areas.

b) To integrate parks and open spaces into the overall area design and the pedestrian circulation system in the neighbourhood.

c) To improve access of the pedestrians, the handicapped and cyclists to parks within the community and to the adjacent River Valley and Mill Creek Ravine.

3.3.7 Community Involvement in Local Planning

Goal

The major community development goal is to enhance the level of involvement and influence the community has in determining the future of the neighbourhood.

Objectives

a) To promote community awareness and control over developments by sanctioning participatory structures which will:

   i) jointly with appropriate city departments ensure that the Scona East Area Redevelopment Plan is implemented; and

   ii) jointly with the Planning and Building Department, identify the priorities for funding required for the implementation of the Scona East Area Redevelopment Plan.

b) To ensure that all stakeholder groups may participate in the implementation of the Scona East Area Redevelopment Plan.

c) To facilitate personal involvement, community awareness, and volunteer commitment through existing ethnic and institutional organizations.

d) To reinforce the residents' sense and action of community and to encourage their long term commitment to living in this area.

e) To recognize and promote community ties with areas adjacent to Scona East.

3.4 Development Strategy

The intent of the Scona East Area Redevelopment Plan (see Map 2, Scona East Development Strategy) is to create a residential environment which will both attract and keep families with children in the neighbourhood by:

- protecting and preserving the existing low density residential areas; and
- creating additional opportunities for family-oriented housing in the neighbourhood.

This has been accomplished in part by reducing the number of opportunities for the development of non-family medium and high density housing in the neighbourhood.

Scona East also needs to be protected from the negative effects of traffic from both 99 Street and 82 Avenue. This means ensuring that there are safe pedestrian crossings and that cut-through traffic and non-residential parking on local streets is kept to a minimum.

An improved pedestrian network, particularly a north-south route located in the residential areas on both sides of 99 Street, is needed in Scona East because it is one of a few neighbourhoods in the City which is genuinely pedestrian oriented. There are numerous facilities within walking distance of Scona East.

Notwithstanding the "neighbourhood preservation" thrust of the Plan, the neighbourhood fulfills other roles. Scona East, like most older inner city neighbourhoods, is not an homogenous area. It is composed of a number of areas, each of which performs a slightly different function. The following is a description of how each part of Scona East fits into the overall development strategy for Scona East.

East of 99 Street

The largest low density residential area in the neighbourhood is located east of 99 Street. This is where families are most likely to locate. The emphasis of the Plan is to strengthen and preserve this area for low density residential uses. This means encouraging rehabilitation and renovation of existing dwellings and sensitive infill redevelopment which maintains the scale and architectural style of the neighbourhood.

MAP 2 SCONA EAST DEVELOPMENT STRATEGY

SCONA EAST PLAN BOUNDARY

REJUVENATION OF EXISTING STRUCTURES RATHER THAN THEIR DEMOLITION. FAMILY LOW DENSITY REDEVELOPMENT WHERE REJUVENATION IS NOT ECNOMICALLY REASONABLY POSSIBLE.

SELECTIVE REDEVELOPMENT (IF DETERIORATED BEYOND ECONOMICAL REPAIR). ENCOURAGING TRENDS TOWARD FAMILY (INCLUDING CHILDREN) LIVING OF A PERMANENT NATURE.

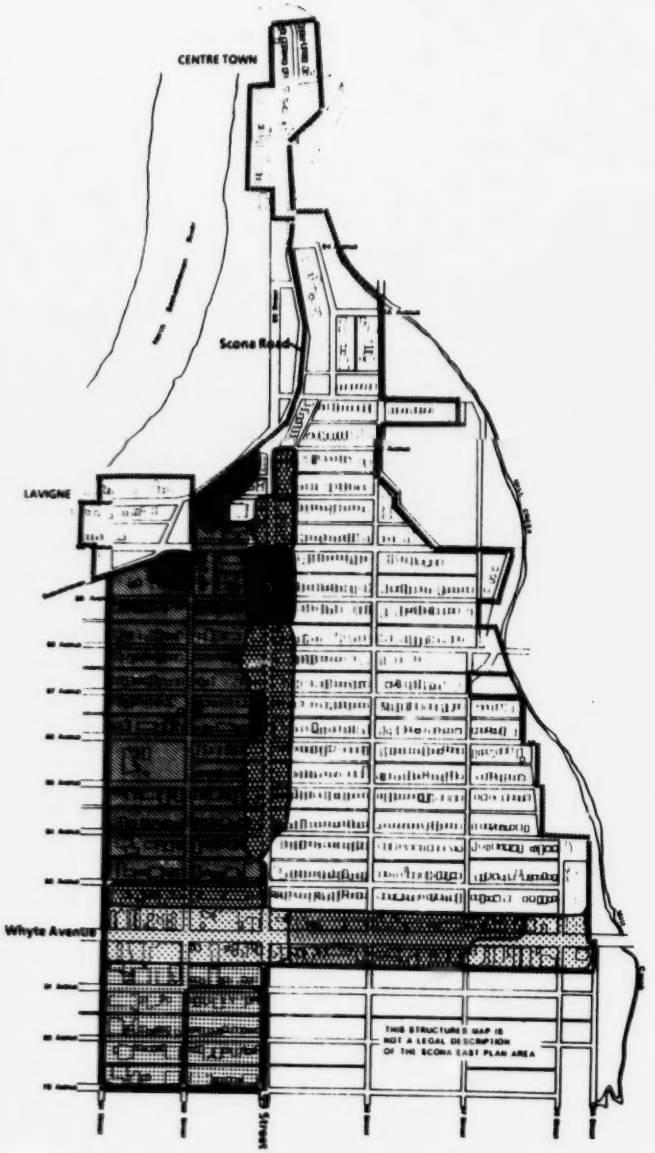
PEDESTRIAN ORIENTED COMMERCIAL DEVELOPMENTS MAINTAINING EXISTING SCALE

HIGH RISE

NEIGHBOURHOOD CONVENIENCE COMMERCIAL

MEDIUM DENSITY NON-FAMILY HOUSING

MIX OF COMMERCIAL RESIDENTIAL , AND INDUSTRIAL USES WILL BE MAINTAINED



West of 99 Street (north of 82 Avenue)

West of 99 Street, north of 82 Avenue, the strategy is to limit medium and high density non-family housing to existing developed sites. These sites are dispersed along 83, 84, 85 and 86 Avenues west of 99 Street and in the vicinity of Saskatchewan Drive. Where pockets of low density residential housing exist, they should be maintained for single detached and semi-detached housing. The wealth of community facilities in and around this area including an elementary school, day-care and out-of-school care, playground equipment and playing fields, and an active community league association with year-round recreational programming help to create an environment suitable for children. Other proposed measures such as an improved pedestrian circulation system and a variety of traffic management measures will also help convey to current and prospective residents the community's desire to create a more stable residential environment suitable for families.

Lavigne

The strategy is to maintain Lavigne as a viable residential area by allowing some new development to occur. However, the slope and soil instability problems in the area, combined with a desire to maintain the natural environment are factors which will limit increases in density.

Lavigne is one of the two parts of the neighbourhood located on the river's edge. It is a small enclave of houses which has stronger ties to the River Valley than to the rest of Scona East. This special relationship should not be altered, for the charm of Lavigne rests in its "non-urban" environment. Few residential areas in the City can boast of the wildlife and natural vegetation which can be found in Lavigne.

Centre Town

The strategy for Centre Town is to maintain the area as a low density residential community.

99 Street

The function of 99 Street as a major arterial roadway and truck route will continue, even though future restructuring of truck traffic patterns may reduce the negative impact that traffic has on the adjacent properties. At this time, the most viable option for future development along 99 Street will continue to be medium density non-family housing and convenience commercial uses intended to serve the local population.

Alternatives to the existing medium density housing which has developed along 99 Street are limited. Family oriented housing (either low or medium density forms) is inappropriate because of the speed and volume of the traffic. Intensified commercial development would require additional access and egress points and could create potential bottlenecks if traffic were generated by the businesses. Any new commercial development should be confined to the two existing commercial nodes on 99 Street at 86 Avenue and at 89 Avenue.

82 Avenue

The strategy is to emphasize the development of pedestrian-oriented commercial uses in the two commercial nodes on 82 Avenue; that is, between 99 Street and 101 Street and between 97 Street and 95A Street. A long term objective for 82 Avenue between 101 Street and 95A Street is the development of a more vibrant commercial strip which would extend the appeal of the shopping area to the west in Old Strathcona. In addition to performing a role as a major transportation corridor, 82 Avenue is also the traditional shopping district for South Edmonton. Both the Garneau and the Old Strathcona Area Redevelopment Plans have identified areas of 82 Avenue for low scale, pedestrian-oriented commercial uses.

Medium density non-family housing will continue to be appropriate for the non-commercial portion of 82 Avenue, given the volume of traffic carried on this roadway. The strategy in the long term, however, is to permit commercial expansion in this area along 82 Avenue adjacent to existing commercial development.

South of 82 Avenue

The mixed use character of this area (commercial, residential and industrial) will be maintained. However, the development of small craft enterprises which reinforce the specialty shops on 82 Avenue will be encouraged.

4.0 PLAN POLICIES

4.1 Introduction

Statements following the title "Policy" shall be deemed the policy of Council with respect to all matters relating to the Scona East Area Redevelopment Plan.

Statements following the title "Explanation" are interpretations of the above mentioned policies and are to assist Council or any of its delegated approving authorities or officers in rendering a decision on matters arising from the implementation or enforcement of the policies.

4.2 Residential Policies

4.2.1 Policy: Conservation of Heritage Homes

The Planning and Building Department will prepare a Heritage Renovation Brochure for the information of the owners of heritage homes and other interested property owners in Scona East and other older neighbourhoods, which describes how to renovate in order to maintain the historical character of the home.

Explanation:

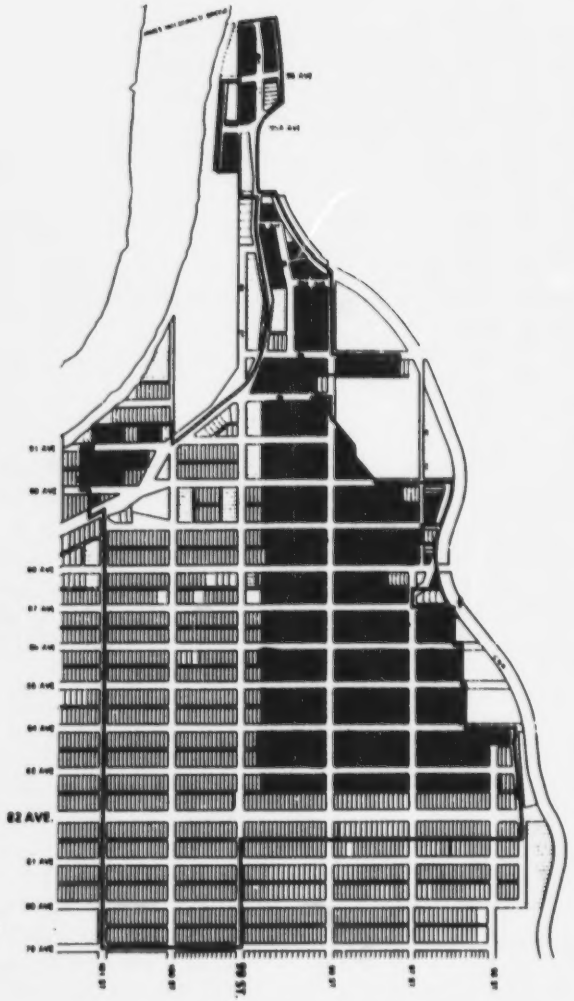
There are 252 homes in Scona East which have been proposed to be added to the City of Edmonton Register of Heritage Buildings. This represents about 25% of all of the single detached or duplex housing in the neighbourhood.

Together these homes contribute in a major way to the character of the neighbourhood. Although there is a range of architectural styles to be found within this group of homes, there are a number of common features which include:

- narrow clapboard siding;
- steeper roof pitches (greater than 4:12), which may be gable, cross-gable or hip;
- building heights mainly in the range of 1½ to 2½ storeys; and
- vertical proportion to the windows.

The owners of homes on the Heritage List are not bound by legislation to maintain, in any way, the historic character of their dwellings. However, it is hoped that identifying these homes and promoting retention of the above noted characteristics in homes throughout Scona East will help to maintain the architectural character of the neighbourhood.

The brochure is intended to provide a guide to property owners on construction methods and materials to be used in order to maintain architectural character. In addition, information will be included on home security techniques and noise attenuation methods that homeowners may undertake when renovating homes.



Map 3 Low Density Residential Infill

4.2.2 Policy: Retention of Low Density Residential Housing-East of 99 Street, Lavigne and Centre Town

Portions of Scona East shown on Map 3 will be maintained as low density residential areas. This will:

i) retain single detached housing while allowing sensitive infill at a slightly higher density;
ii) facilitate renovations and alterations; and
iii) maintain the scale and historic character of the older housing stock.

These areas are districted RF2* - Low Density Infill District.

Explanation:

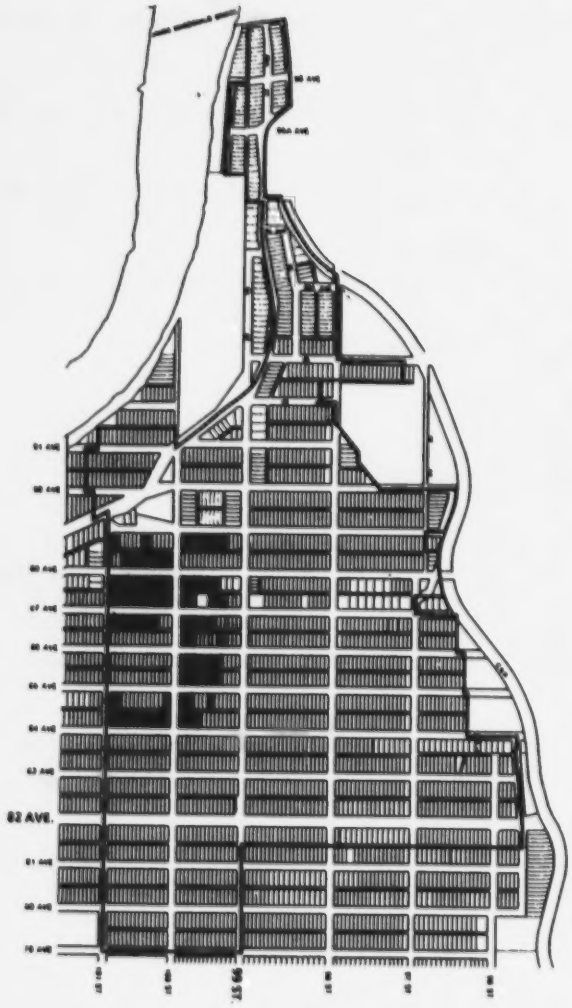
As outlined in the Development Strategy and in residential Objectives 3.3.2.b. and 3.3.2.c., the intent of the redistricting is to:

- encourage the retention of existing single detached housing;
- add greater certainty of use than the former RF3 - Low Density Redevelopment District by making all land uses, other than single detached housing, discretionary; and
- encourage some infill housing, in the form of semi-detached housing to be built.

Selected properties located along Mill Creek Ravine which were previously districted A - Metropolitan Recreation District are not required for parks purposes or intended for parks development in the future.

Renovations and alterations are facilitated by the amended development regulations which reflect the site characteristics of a 10 m (32.8 ft.) lot.

Advice to the Development Officer on specific provisions affecting consideration of discretionary uses in the RF2* - Low Density Infill District are described in Section 6.2 of this Plan. Policy 4.2.4 provides direction to the Development Officer for the approval of semi-detached housing on smaller lots in the RF2* - Low Density Infill District. Policy 4.2.5 provides direction for reducing the required width of side yards for the development of single detached housing in those areas where lane access can not be provided.



Map 4 Low Density Residential Infill

4.2.3 Policy: Retention of Low Density Housing-West of 99 Street and north of 82 Avenue

Low density housing (single detached and semi-detached housing) as shown on Map 4 will be retained, while allowing sensitive infill at a slightly higher density.

This will:

i) facilitate renovations and alterations;
ii) maintain the scale and historic character of the older housing stock.

These properties are districted RF2* - Low Density Infill District.

Explanation:

The intent of the Plan is to maintain single detached housing in an area which was previously districted for low rise and medium rise apartments. Small scale infill housing in the form of semi-detached housing, through the provisions of the RF2* - Low Density Infill District, will be encouraged. This policy corresponds to Policy 3.2.2 of the Old Strathcona Area Redevelopment Plan which affects a similar group of houses west of 101 Street between 86 Avenue and 88 Avenue. The objective of this Policy is to attract and keep families in the area by adding a degree of stability and certainty of land use to the neighbourhood.

As outlined in the Development Strategy, the basis for attempting to preserve this area for family housing lies in the combination of features that this part of Scona East offers to households with children: convenient and easy access to schools, parks, community league, day-care, and out-of-school care.

Policy 4.2.3 meets Residential Objectives 3.3.2.a and 3.3.2.b. This policy also follows the direction of the General Municipal Plan Policy 5.B.10 which encourages the stabilization of mixed density neighbourhoods as well as Residential Objective 5.B which is to increase the amount of family oriented housing in inner-city neighbourhoods. This policy will also reduce the overall potential density in the neighbourhood which is a major residential goal of the Plan.

There is a strong planning rationale for the downzoning of selected properties west of 99 Street. In the 1960's it was considered acceptable to designate large tracts of land for apartment development. Currently in new neighbourhoods,

however, pockets of land are designated for higher density housing instead of several blocks. Clearly, if Scona East were developing today such a concentration of medium to high density housing, as could be accommodated by retaining the RA7 - Low Rise Apartment District, would not have been considered appropriate. In both the Garneau and Old Strathcona Area Redevelopment Plan areas, where large portions of the neighbourhood were previously districted for apartment development, pockets of low density housing have been redistricted to maintained the low density residential character.

Planning in new neighbourhoods since the mid-1960's has emphasized a mix of housing types. This has been implemented by City Council through the approval of area structure plans and neighbourhood structure plans. More recently, however, there has been a market preference for single detached housing. The housing industry, particularly in new areas, has responded to this market preference by requesting that City Council approve amendments to area and neighbourhood structure plans and land use districting changes. These changes to single detached housing have generally been supported by the Planning and Building Department and City Council.

Advice to the Development Officer on specific provisions affecting consideration of discretionary uses is described in Section 6.2 of this Plan. Policy 4.2.4 provides direction to the Development Officer in the approval of semi-detached housing on smaller lots in the RF2* - Low Density Infill District. Policy 4.2.5 provides direction for reducing the required width of side yards for the development of single detached housing in those areas where lane access can not be provided.

4.2.4 Policy: Semi-Detached Housing on Smaller Lots

The Development Officer may approve the development of semi-detached housing on sites which have a minimum site width of 10 m (32.8 ft.) and a minimum site area of 300 m^2 (3,229.2 sq. ft.), if the following conditions are met:

i) the entry to all dwelling units is directly visible and accessed from the street;

ii) the roof profile is consistent with the predominant roof shape and steeper roof pitches of existing older homes (i.e. hip, gable or cross-gabled roof shapes) with a roof pitch greater than 4:12;

iii) **windows have a vertical orientation and a proportion of between 2:1 and 3:1 (height to width); and**

iv) **finishing materials characteristic of the older housing stock in Scona East such as brick, narrow horizontal clapboard or shingles are used.**

Explanation:

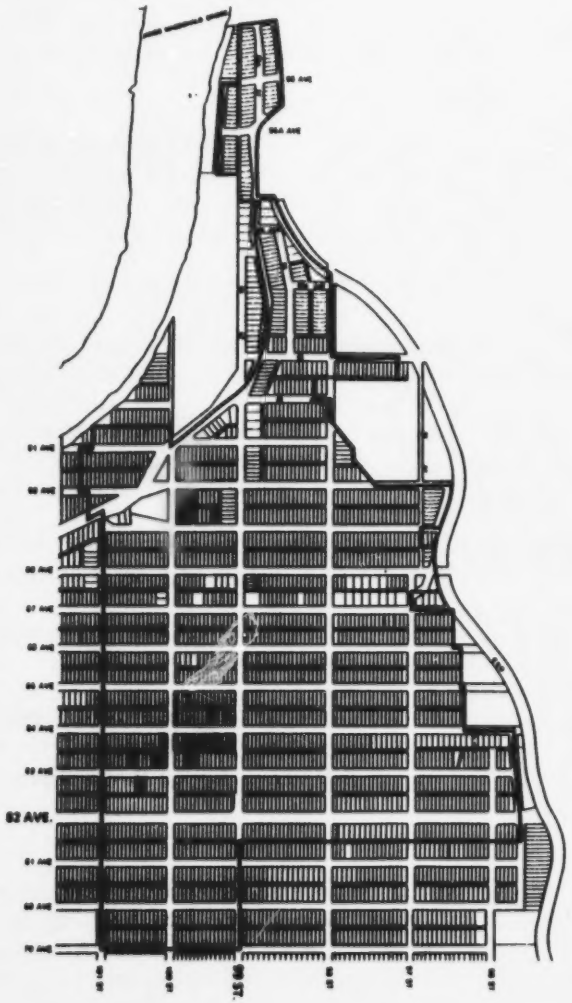
The intent of this policy is to allow the Development Officer to consider variances to the regulations when reviewing applications for semi-detached housing which reflect the character of the older houses in Scona East.

4.2.5 Policy: Reduction in the Width of Sideyards

The Development Officer may approve the development of a single detached house, which does not provide 20% of the site width in sideyards, in those areas where lane access can not be provided, if the proposed development adequately provides for parking as required in the Edmonton Land Use Bylaw.

Explanation:

The intent of this policy is to allow the Development Officer to consider a reduction in the required width of the sideyards when reviewing applications for single detached housing in the RF2* - Low Density Infill District in areas where lane access can not be provided.



Map 5 **Medium Density Multiple Family Housing**

4.2.6 Policy: Medium Density Multiple Family Housing-West of 99 Street

Portions of the area west of 99 Street as shown on Map 5 will be retained for medium density multiple family housing.

These properties are districted RF6 - Medium Density Multiple Family District.

Explanation:

This policy implements the development strategy by:

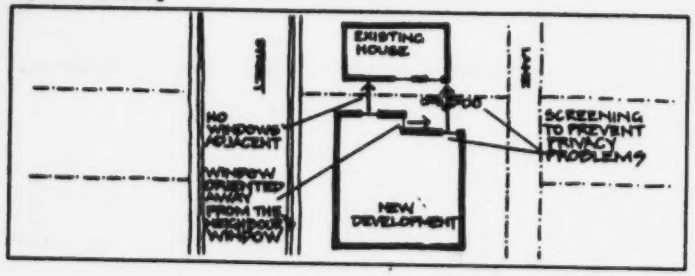
i) creating in the neighbourhood opportunities for family oriented accommodation in a row or stacked housing form;
ii) introducing a new housing form to the neighbourhood which adds variety to the streetscape; and
iii) limiting the amount of non-family, medium density housing which can be built in the neighbourhood.

Policy 4.2.6 meets Residential Objectives 3.3.2.a and 3.3.2.b. This policy also follows the direction of the General Municipal Plan Policy 5.B.10 which encourages the stabilization of mixed density neighbourhoods as well as Residential Objective 5.B which is to increase the amount of family oriented housing in inner city neighbourhoods. This policy will also reduce the overall potential density in the neighbourhood which is a major residential goal of the Plan.

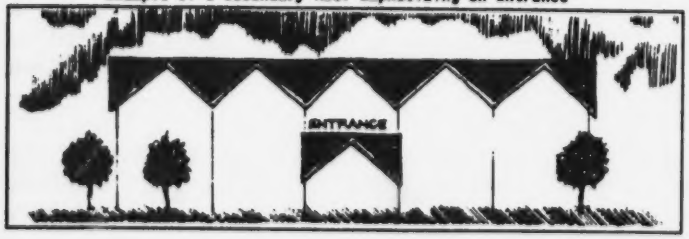
There is a strong planning rationale for the downzoning of selected properties west of 99 Street. In the 1960's it was considered acceptable to designate large tracts of land for apartment development. Currently in new neighbourhoods, however, pockets of land are designated for higher density housing instead of several blocks. Clearly, if Scona East were developing today such a concentration of medium to high density housing, as could be accommodated by retaining the RA7 - Low Rise Apartment District, would not have been considered appropriate.

Policy 4.2.7 provides direction to the Development Officer in the approval of any stacked row housing, row housing or linked housing development which requires variance to the regulations in the RF6 - Medium Density Multiple Family District.

Example of Side Yard Treatment to Respect the Privacy of Adjacent Building



Example of a Secondary Roof Emphasizing an Entrance



4.2.7 Policy: ***Variances to the Regulations for Stacked Row Housing, Row Housing and Linked Housing in the RF6 - Medium Density Multiple Family District, RA7 - Low Rise Apartment District and RA8 - Medium Rise Apartment District.***

Variances to the Land Use Bylaw regulations for stacked row housing, row housing, and linked housing in the RF6 - Medium Density Multiple Family District, RA7 - Low Rise Apartment District and the RA8 - Medium Rise Apartment District may be considered if the following design standards are met:

i) the entry to all dwelling units is directly visible and accessed from the street;

ii) the front yard setback is consistent with the setback of any single detached houses on the street in order to maintain the present character of the street;

iii) new development incorporates the steeper roof pitches (greater than 4:12) typical of the older housing stock of the neighbourhood. Entrances will be emphasized, and some unit identity may be provided by incorporating secondary roofs into the design of the building;

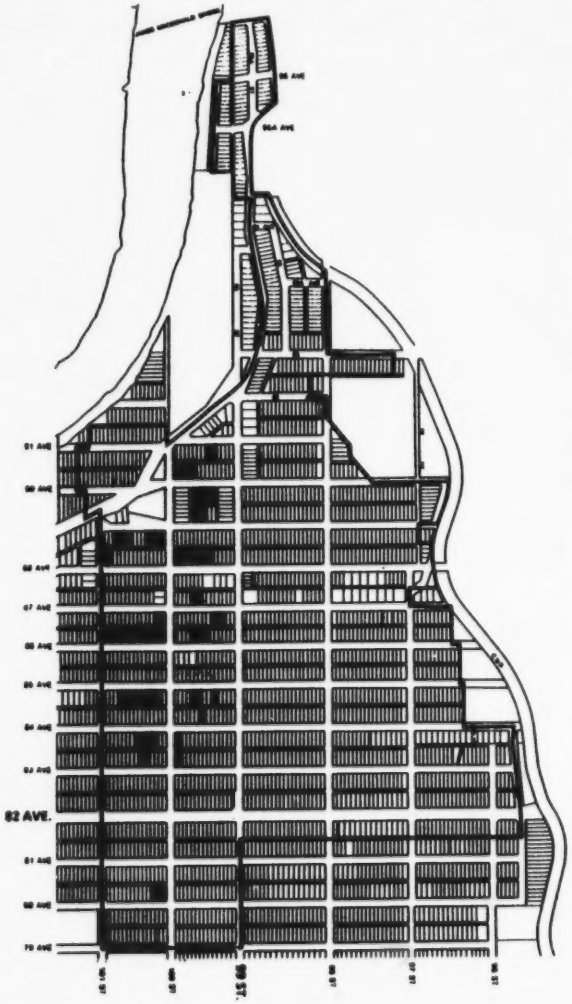
iv) finishing materials characteristic of the older housing stock in the neighbourhood such as brick, narrow horizontal clapboard or shingles are used;

v) screening and landscaping of any surface parking and outside storage area incorporated in an overall landscaping plan which will be reviewed concurrently with the development permit; and

vi) the privacy of any adjacent residential development is protected by the use of appropriate screening, limiting the number of windows directly overlooking adjacent properties, and by careful attention to landscaping.

Explanation:

The intent of the above minimum design standards is to ensure that variances to the regulations for stacked row housing, linked housing and row housing in the RF6 -Medium Density Multiple Family District, RA7 - Low Rise Apartment District, and RA8 - Medium Rise Apartment District, are approved only when the development incorporates design features which reflect the character of the older housing stock in Scona East and when the development is compatible with any adjacent low density residential housing.



Map 6 **Existing Low Rise Apartments**

4.2.8 Policy: Retention of Low Rise Apartments-West of 99 Street

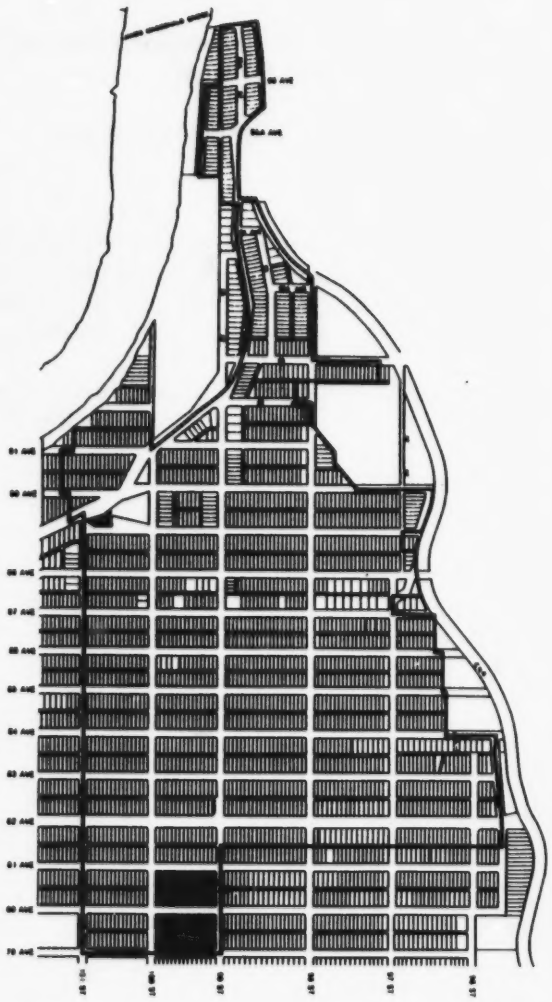
Those properties which have been developed for low rise apartments as shown on Map 6 will be retained for low rise apartment development.

These properties are districted RA7 - Low Rise Apartment District.

Explanation:

The majority of low-rise apartments west of 99 Street have been built in the last 10-15 years. They have been well maintained and it appears unlikely that there will be any redevelopment of these sites for some time. For this reason these apartment sites will maintain the RA7 - Low Rise Apartment Districting.

Policy 4.2.12 provides direction to the Development Officer in the approval of apartment housing which requires variance to the regulations to the RA7 - Low Rise Apartment District.



Map 7 Opportunities for Low Rise Apartment Development

4.2.9 Policy: Opportunities for Low Rise Apartment Development - Saskatchewan Drive and South of 82 Avenue

Those properties, as shown on Map 7, will be retained for low rise apartment development.

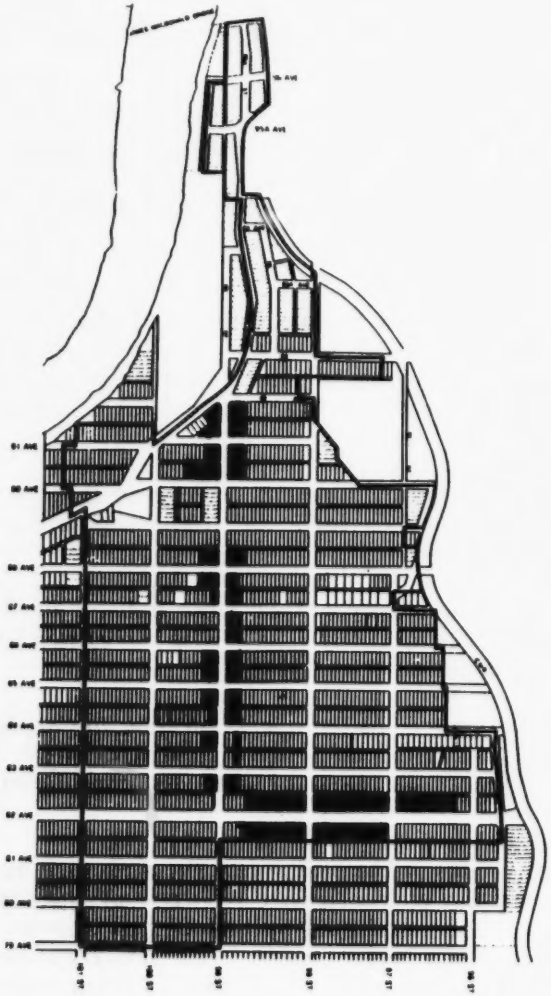
These properties are districted RA7 - Low Rise Apartment District.

Explanation:

There are opportunities for new low rise apartment development in these areas.

This policy meets Residential Goal 3.3.2. which is to allow a limited increase in the number of residential units beyond that which currently exists.

Policy 4.2.12 provides direction to the Development Officer in the approval of new apartment housing which requires variance to the regulations in the RA7 - Low Rise Apartment District.



Map 8 Medium Rise Apartments

4.2.10 Policy: Retention of Medium Density Housing Areas along 99 Street and 82 Avenue.

Those properties as shown on Map 8, will be retained for medium rise apartment development.

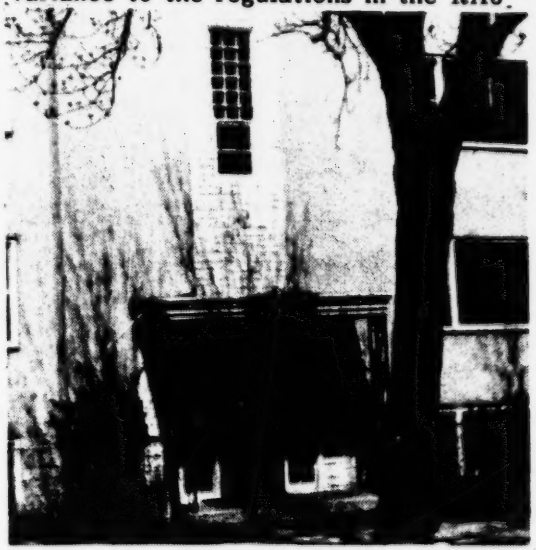
These properties are districted RA8 - Medium Rise Apartment District.

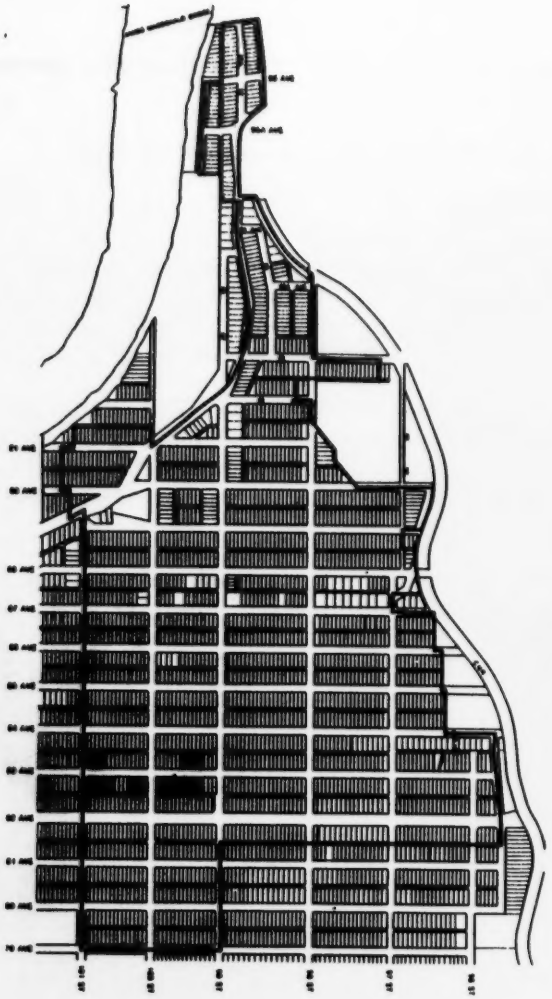
Explanation:

There are opportunities for medium rise apartment development in these areas, particularly along 99 Street, where there are still some single detached houses and some older apartment buildings which are developed at densities much lower than that which is allowed in the RA8 - Medium Rise Apartment District.

As outlined in the development strategy, 82 Avenue and 99 Street are inappropriate locations for lower density family-oriented housing by virtue of the heavy volume of traffic carried on both arterial roadways. In addition, the existing uses (commercial uses and low rise apartments) are not compatible with family-oriented housing.

Policy 4.2.12 provides direction to the Development Officer in the approval of new apartment housing which requires variance to the regulations in the RA8 - Medium Rise Apartment District.





Map 9 Existing Medium Rise Apartments

4.2.11 Policy: Retention of Medium Rise Apartments - 83 Avenue, West of 99 Street

Those properties which have been developed for medium rise apartments as shown on Map 9, will be retained for medium rise apartment development.

These properties are districted RA8 - Medium Rise Apartment District.

Explanation:

The existing medium rise apartments on 83 Avenue, west of 99 Street have been built in the last 10-15 years. They are well maintained and it appears unlikely that there will be any redevelopment of these sites for some time. For this reason all existing medium rise apartments will maintain the RA8 - Medium Rise Apartment District.

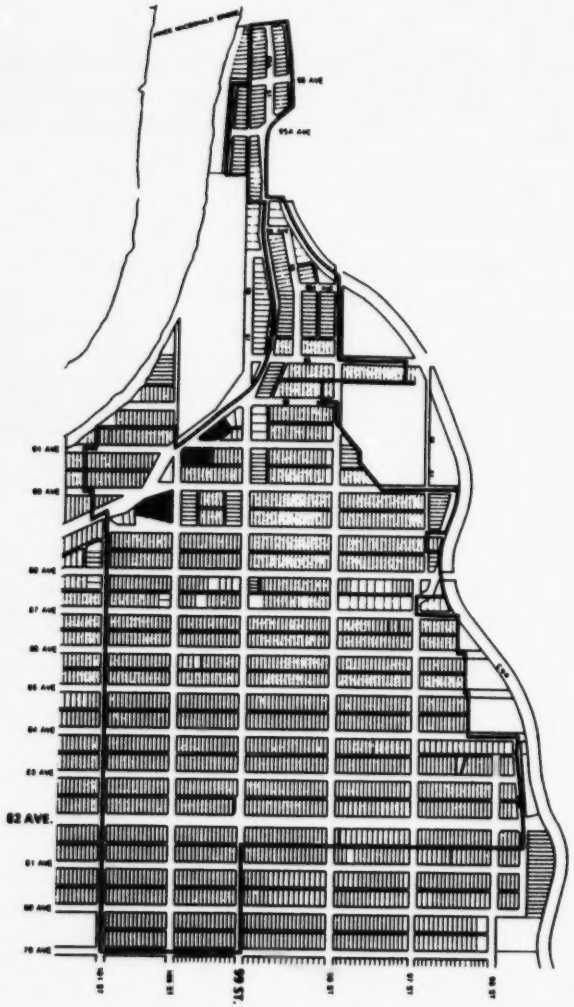
Policy 4.2.12 provides direction to the Development Officer in the approval of any new apartment housing which requires variance to the regulations in the RA8 - Medium Rise Apartment District.

4.2.12 Policy: Variances to the Regulations for Apartment Housing in the RF6 - Medium Density Multiple Family District, RA7 - Low Rise Apartment District and the RA8 - Medium Rise Apartment District

Variances to the Land Use Bylaw regulations for apartment housing in the RF6 - Medium Density Multiple Family District, RA7 - Low Rise Apartment District and the RA8 - Medium Rise Apartment District may be considered if the following design standards are met:

i) new development includes breaks in the massing of the structure every 10 - 15 meters, corresponding to the characteristic frontage of the area; such breaks in the facade may be accomplished by including prominent street-oriented entryways marked by secondary roofs. The incorporation of this frontage character will reduce the wall effect that is created by a long continuous facade;

ii) a prominent street-oriented entryway is provided on each building wall facing a street;



Map 10 Existing High Rise Apartments

iii) finishing materials characteristic of the older housing stock in Scona East such as brick, narrow, horizontal clapboard or wood shingles are used;

iv) new development incorporates the steeper roof pitches (greater than 4:12) typical of the older housing stock of the neighbourhood; entrances may be emphasized and some unit identity may be provided by incorporating secondary roofs into the design of the building;

v) screening and landscaping of any surface parking and outside storage area are incorporated in an overall landscaping plan which will be reviewed concurrently with the development permit;

vi) the privacy of adjacent homes is protected by the use of appropriate screening, reducing the number of windows directly overlooking adjacent homes and by careful attention to landscaping.

Explanation:

The intent of the above minimum design standards is to ensure that variances to the regulations for apartment housing in the RF6 - Medium Density Multiple Family District, RA7 - Low Rise Apartment District and RA8 - Medium Rise Apartment District, are approved only when the development incorporates design features which reflect the character of the older housing stock in Scona East and when the development is compatible with any adjacent low density residential housing.

4.2.13 Policy: Retention of High Rise Apartments - Saskatchewan Drive

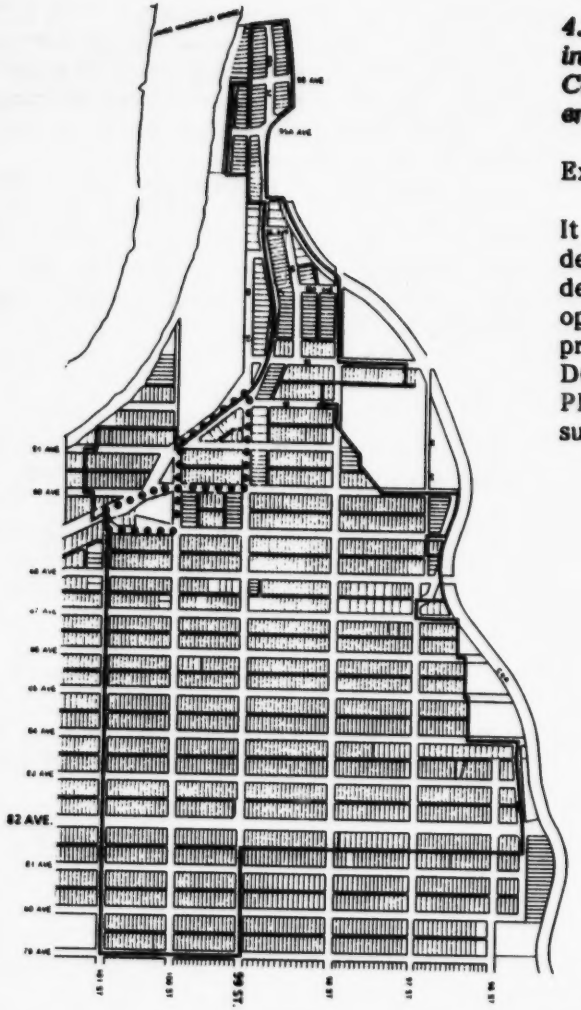
Those properties which have been developed as high rise apartments, as shown on Map 10, in the vicinity of Saskatchewan Drive will be retained for high rise apartment development.

These properties are districted RA9 - High Rise Apartment District.

Explanation:

The Plan identifies existing high rise apartment sites as the only locations in the Plan area for high rise apartment development.

As outlined in the development strategy, the main thrust of the Scona East Area Redevelopment Plan is to create more opportunity for family oriented housing.

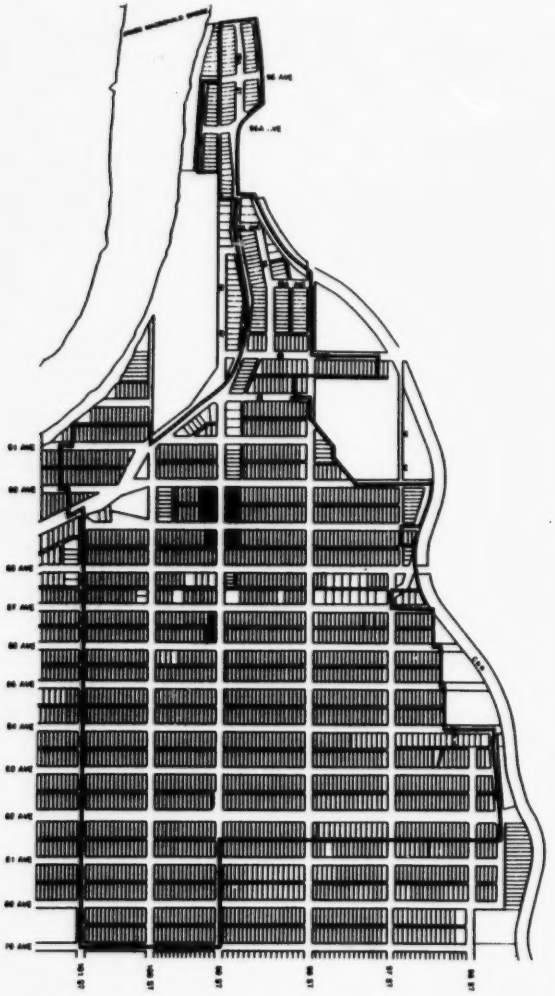


Map 11 Area Suitable for Future High Density Residential Development

4.2.14 Policy: Should high density residential land uses be proposed for any site in the area shown on Map 11, site specific redistricting proposals (Direct Control) which involve formal consultation with the community, will be encouraged.

Explanation:

It is recognized that at some future date, this area may be suitable for high density residential uses. However, given current market trends, this type of development is unlikely to occur in the near future. In the future when opportunities for high density residential development may occur, site specific proposals which include a public consultation process, will be considered. The DC5 - Site Specific Development Control District, or DC2 - Comprehensively Planned Development District would be appropriate districts to be applied to such development.



Map 12 Neighbourhood Convenience Commercial Centres

4.3 Commercial/Industrial Policies

4.3.1 Policy: Retention of Neighbourhood Convenience Commercial Centres - 99 Street

Existing commercial nodes on 99 Street, as shown on Map 12, will be maintained as neighbourhood commercial areas.

These properties are districted CNC - Neighbourhood Convenience Commercial District.

Explanation:

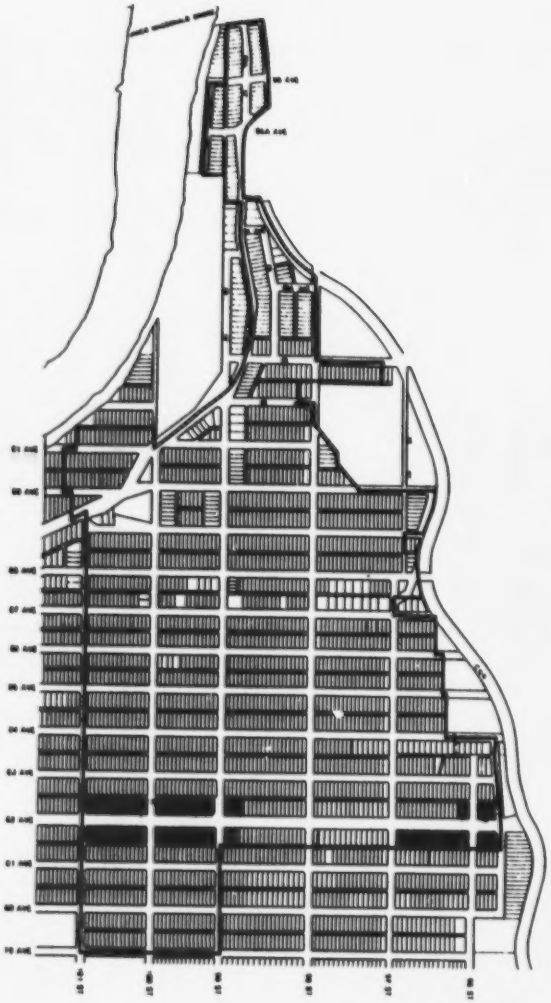
The intent of this policy is:

i) to provide a greater degree of control over development; and
ii) to reinforce the two existing commercial nodes on 99 Street at 89 Avenue and 86 Avenue as neighbourhood commercial centres which serve the immediate residential area.

The former CB1 - Low Intensity Business District contains a broad range of uses which are permitted as of right: for example gas bars, minor and major indoor amusement establishments and minor service stations. Under the CNC - Neighbourhood Convenience Commercial District such uses are discretionary. Therefore, a greater degree of control and community influence can be exerted, not only on the use, but also on site design, lighting, screening, vehicular access and egress, and parking, to ensure that there is minimal impact on adjacent residential properties.

Convenience commercial and personal service uses are appropriate for the existing commercial nodes on 99 Street because the uses are of a low intensity nature which will not interfere with the transportation function of 99 Street as a major arterial roadway. The development of higher intensity commercial uses along the entire length of 99 Street would impact on local traffic circulation by slowing traffic movement. Such slowdowns in traffic usually lead to shortcutting.

Unlike 82 Avenue, 99 Street is not currently, and should not become in the future, a commercial strip. For this reason further expansion of the commercial nodes at 86 Avenue and 89 Avenue or the creation of new nodes will not be supported.



Map 13 Commercial Areas - 82 Avenue

Advice to the Development Officer on specific provisions affecting consideration of discretionary uses in the CNC - Neighbourhood Convenience Commercial District is contained in Section 6 of the Plan.

4.3.2 Policy: Character of 82 Avenue

Along the commercial portions of 82 Avenue, as shown on Map 13, business uses or modifications to business uses which encourage the development of a pedestrian oriented commercial retail strip will be supported.

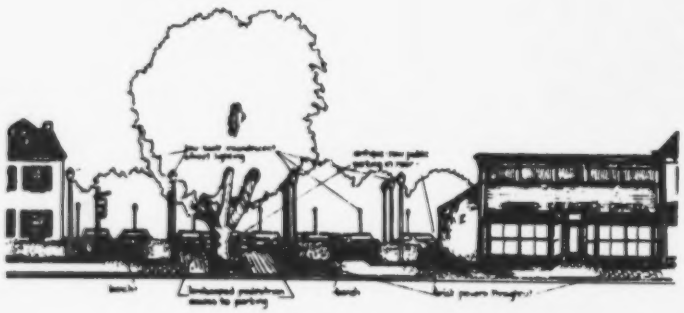
These properties are districted CB2 - General Business District.

Explanation:

This policy meets Commercial Objectives 3.3.3.a to 3.3.3.d and the development strategy which establishes 82 Avenue as a pedestrian oriented shopping street.

The intent of this policy is to maintain the existing low intensity character of the strip and to encourage new development which is pedestrian oriented. Uses which take away from the shopping character of the street will be discouraged. Therefore automotive sales and recreational sales and drive-in food services will be discouraged.

Advice to the Development Officer on specific provisions affecting consideration of discretionary uses CB2 - General Business District is contained in Section 6.8 of this Plan.



4.3.3 Policy: Long term redevelopment of 82 Avenue.

Redistricting applications to commercial uses which contribute to the pedestrian-orientation of 82 Avenue between 99 Street and 95A Street, will be supported when the proposed development site is located immediately adjacent to an existing commercial use.

Explanation:

The intent of this policy is to reinforce a long term goal of maintaining 82 Avenue between 112 Street and Mill Creek Ravine as a pedestrian - oriented street. Policies and objectives contained in the Old Strathcona and Garneau Area Redevelopment Plans reinforce this role for 82 Avenue from 112 Street to 101 Street.

4.3.4 Policy: Variances to the Regulations in the CB2 - General Business District.

Variances to the Land Use Bylaw regulations in the CB2 - General Business District may be considered if new development which requires variance meets the following design standards:

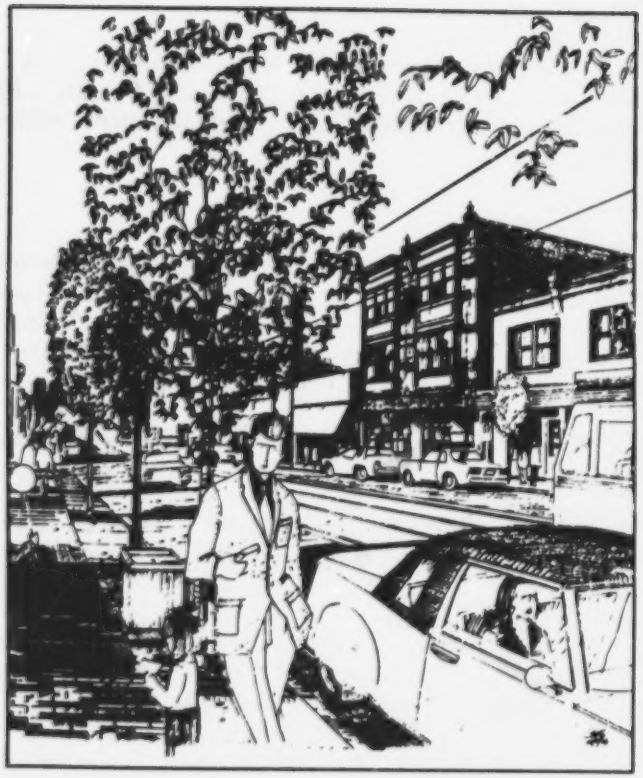
i) the first two storeys will be developed to the property line fronting onto 82 Avenue, with the ground level being oriented to retail bays which may vary in width between 7.5 m (24.6 ft.) and 10 m (32.8 ft.);

ii) surface parking should be located to the rear of the site;

iii) screening and landscaping of any surface parking and outside storage areas are incorporated in an overall landscaping plan which will be reviewed concurrently with the development permit. Design features which improve pedestrian comfort, such as canopies, will be encouraged.

Explanation:

The intent of this policy is to encourage development to complement and reinforce the long term goal of developing 82 Avenue as a pedestrian oriented commercial strip.

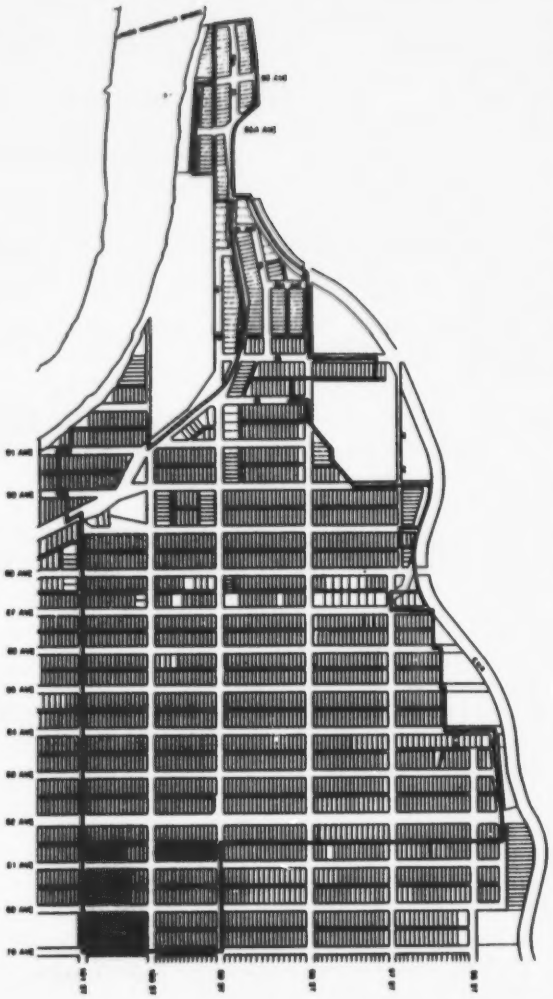


4.3.5 Policy: Improvements to 82 Avenue: Theme Development

At the initiation of commercial property owners and business owners, the development and implementation of a consistent theme along 82 Avenue between 99 Street and 101 Street which would encourage pedestrian shopping and reinforce the linkage between this area and the commercial core of Old Strathcona, is supported.

Explanation:

The Planning and Building Department can assist business operators, owners and local residents in defining a program of improvements. Information on costs and possible sources of funding can also be provided. However, the Planning and Building Department can really only act as a resource. There must be widespread support and interest for such improvements on the part of the business community, before such a program could be undertaken.



Map 14 **Commercial/Light Industrial Areas**

4.3.6 Policy: Commercial/Industrial Area, South of 82 Avenue

The portion of Scona East, as shown on Map 14, is suitable for light industrial and commercial uses.

These properties are districted IB - Industrial Business District.

Explanation:

The former IM - Medium Industrial District reflected the predominance of heavier industry in the vicinity of the railway line in the inner city. Today this industrial role has diminished and the area south of 82 Avenue now accommodates a mix of businesses and light industrial uses which complement the 82 Avenue commercial strip.

The IB - Industrial Business District is the appropriate district to enable the transition of this area from an industrial area to a developing commercial area.

Advice to the Development Officer on specific provisions affecting consideration of discretionary uses in the IB - Industrial Business District is contained in Section 6.9 of the Plan.

4.4 Recreation, Open Space and Community Facilities

4.4.1 Policy: Community Involvement in Parks Improvements

The City will support initiatives by the community, through the Parks and Recreation Department's Neighbourhood Park/Playground Program, to make small scale improvements to the open space system in the neighbourhood by such means as:

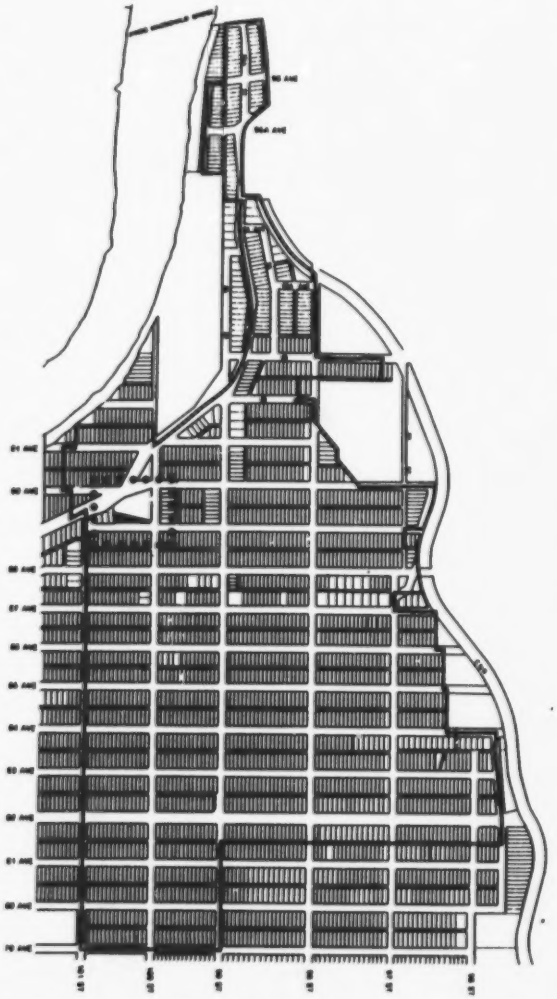
- ***intensified use of school property such the old King Edward School site;***
- ***the creation of "street" parks, in the event that there are road closures in the neighbourhood;***
- ***development of small park nodes (benches, flowers, etc.), throughout the neighbourhood, particularly in the vicinity of senior citizen self-contained apartment buildings in the neighbourhood; and***
- ***interim use of the proposed Avon Glen Senior Citizen apartment site (100 Street and 81 Avenue) for parks purposes (garden plots, park benches, etc.).***

Explanation:

Scona East has limited parks development within its boundaries; however, the neighbourhood is well served by a number of recreational resources in close proximity to the neighbourhood, for example:

- Mill Creek Ravine Park
- Strathcona Community League
- Capital City Recreation Park - in the River Valley
- Mill Creek Pool
- Queen Elizabeth Pool
- Recreation programmes run by the Faculty of Extension, University of Alberta in old King Edward School.

The emphasis in the Plan is, therefore, not on parks acquisition which would require purchase of private homes and property but rather on utilizing existing opportunities in the neighbourhood and on improving access to facilities. A need



Map 15 Undeveloped Road Right-of-Way

for more passive parks in the neighbourhood has been identified, particularly in the area west of 99 Street. Without major property acquisition this need could be accommodated by some of the improvements listed above such as intensifying the use of school property.

It should be noted that the Plan does not propose any property acquisition for park use because the community feels that the parkland designated in the Old Strathcona Area Redevelopment Plan when developed, will be adequate to meet the needs of Strathcona Centre residents, which includes Old Strathcona and Scona East.

4.4.2 Policy: Designation of Parkland at 89 Avenue and 100 Street

The portion of the undeveloped road right-of-way of 89 Avenue as shown on Map 15 will be closed, transferred from the Transportation Department to the Parks and Recreation Department, and designated as parkland.

Explanation:

This parcel of land, approximately 0.15 ha (0.37 acres), was originally acquired by the City of Edmonton for road widening purposes; however, the Transportation Department no longer has any plans to widen 89 Avenue. This portion of the roadway must be formally closed through a road closure bylaw, before the land can be transferred to the Parks and Recreation Department and designated as park space. When the road closure bylaw is complete, redistricting of the site to AP - Public Parks District can be undertaken.

4.4.3 Policy: Development of Park Space at 89 Avenue and 100 Street

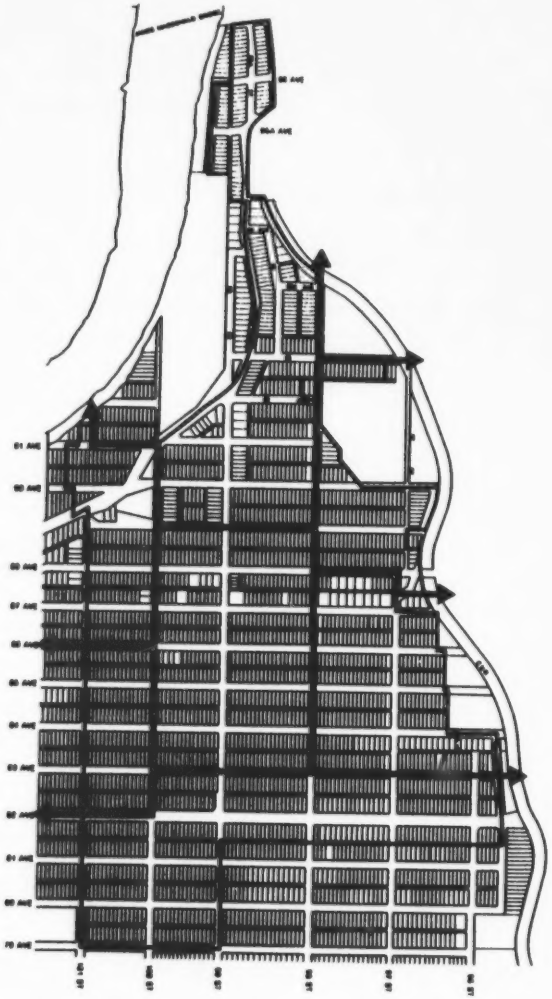
The Parks and Recreation Department, with the involvement of the community, will develop the parkland, as shown on Map 15, as an open area for active park uses and will enclose it with an attractive, child proof fence.

Explanation:

The development of this park space for active use will serve those residents who live in the immediately surrounding area. This park will be a particularly attractive feature for the anticipated multiple family housing development(s) directly across 100 Street from this site.

Enclosing the park space with attractive fencing will improve the safety aspects of this space as a children's play area. The fence should be a vertical barrier and be of a design that is difficult to climb and yet provides opportunity for intermittent visual surveillance. Materials which may be considered include brick, wrought iron, vertical wood slats and the use of substantial planting.

The Parks and Recreation Department's Neighbourhood Park/Playground Program is a potential source of funding for the development of this park space.



Map 16 The "Strathcona Link"

4.4.4 Policy: Development of the "Strathcona Link"

The development of a comprehensive pedestrian network, as shown on Map 16, (the "Strathcona Link") that would connect the residential area east of 99 Street and the residential area between 99 Street and 101 Street to Old Strathcona, will be undertaken on an incremental basis and include the following:

i) ***a coordinated signage and pedestrian oriented lighting system to assist in identifying the "Link" to the pedestrian;***

ii) ***pedestrian cross-walks and pedestrian activated signals at busy intersections to ensure pedestrian safety;***

iii) ***the development of landscaped seating areas within the public right-of-way in selected locations along the route; and***

iv) ***an emphasis on low maintenance landscape treatment to control maintenance costs.***

Explanation:

This system will increase the attractiveness and safety of pedestrian access to local park space, the River Valley and to community facilities such as King Edward School, the Strathcona Centre Community League and the cultural, entertainment and shopping facilities of Old Strathcona.

This Policy meets Transportation Objectives and Park and Open Space Objective 3.3.4h. Scona East is a pedestrian oriented neighbourhood. However, the current circulation system has many gaps. The routes to the ravine are not clearly marked, and in some cases, sidewalks do not exist. An attractive, safe route to Old Strathcona, the Strathcona Centre Community League, the Library, the market area and Ritchie Mill would enhance the pedestrian orientation of the neighbourhood. Similarly, a safe pedestrian linkage to the pathway and seating areas along Saskatchewan Drive between 103 Street and 99 Street is needed. Although the Plan does not propose major increases in park space, such a pedestrian route would create passive open space opportunities through effective use of boulevards and existing publicly owned property.

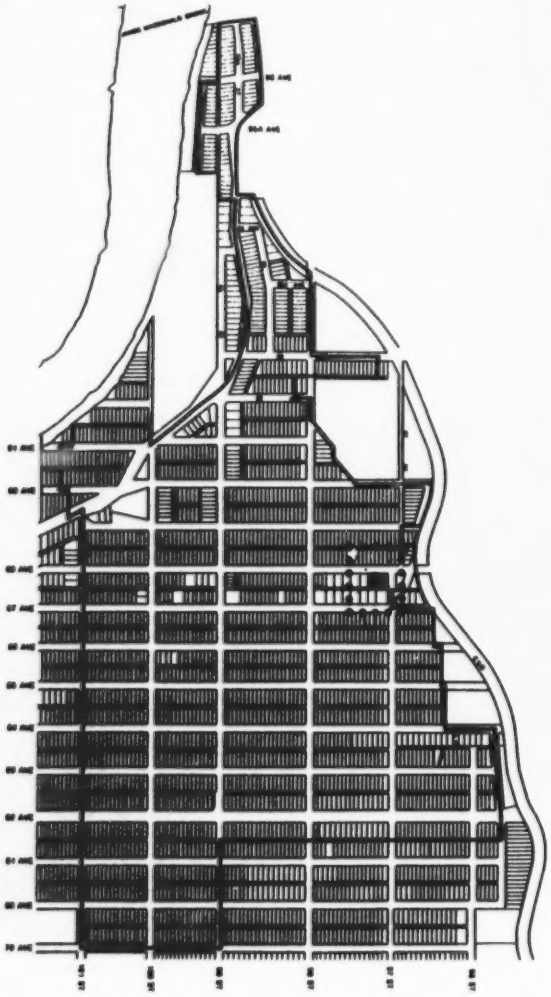
Initiative for the development of this "Link" must come from the community with the improvements to be staged over a number of years. Some of the improvements could be undertaken by the community as a self-help program, with community fund raising providing a source of funding. It should be noted that some of the traffic management measures will help to implement portions of the "Strathcona Link".

4.4.5 Policy: Implementation of the "Strathcona Link"

Prior to development of the "Strathcona Link", the Planning and Building Department will undertake, in collaboration with the community and the Parks and Recreation Department, a design scheme and study which identifies proposal costs, a preferred route, features along the route (including signage), and the priorities for development.

Explanation:

Costs and source of funding must be determined prior to the development of the "Link".



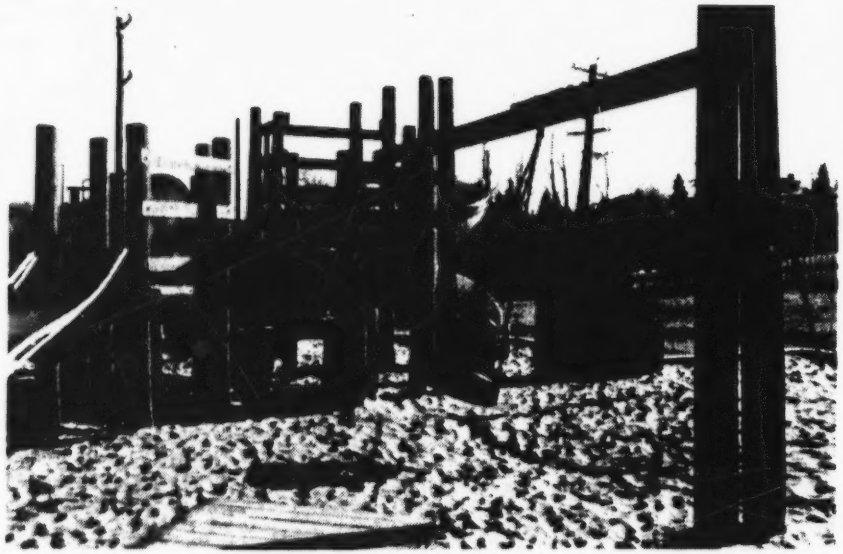
Map 17 Location of Tot Lot

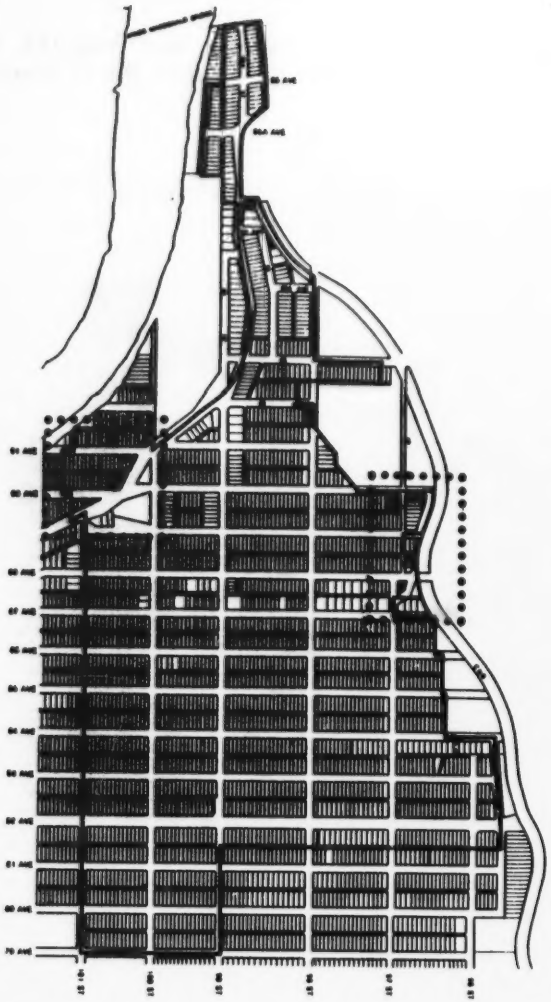
4.4.6 Policy: Designation of the Tot Lot at 97 Street and 88 Avenue as Parkland

The tot lot which is located at 97 Street and 88 Avenue, (see Map 17), will be designated as parkland. This property is districted AP - Public Parks District.

Explanation:

The AP - Public Parks District is a more appropriate districting for the tot lot than the former RF3 - Low Density Redevelopment District.





Map 18 Environmental Protection Areas

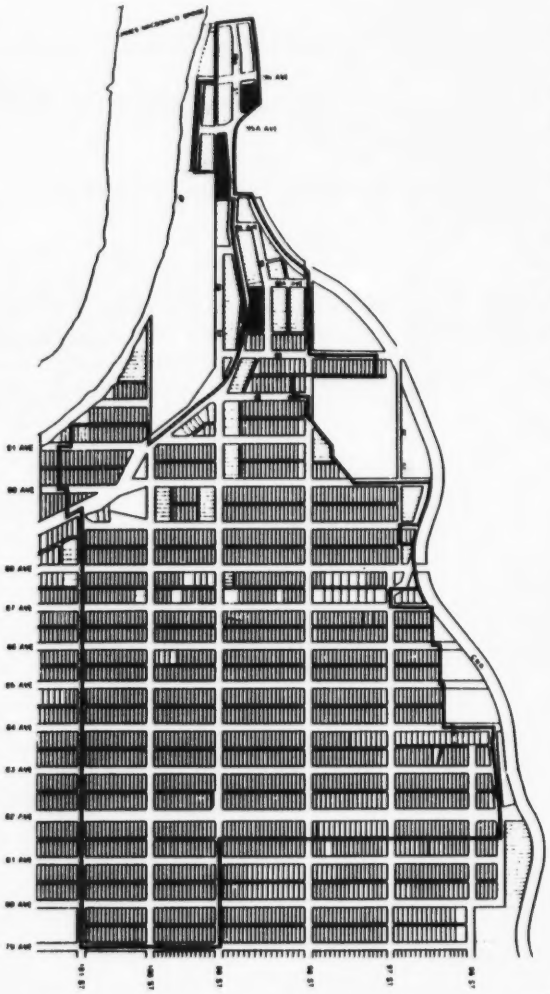
4.4.7 Policy: Retention of City-Owned Properties for Environmental Protection

Those City-owned properties, as shown on Map 18, will be retained by the City for reasons of environmental protection.

These properties are districted A - Metropolitan Recreation District.

Explanation:

These properties located in Lavigne and along Mill Creek Ravine are being retained because they are either steeply sloped, heavily treed with natural vegetation, or potentially susceptible to active slope failure.



Map 19 Buffer Strips

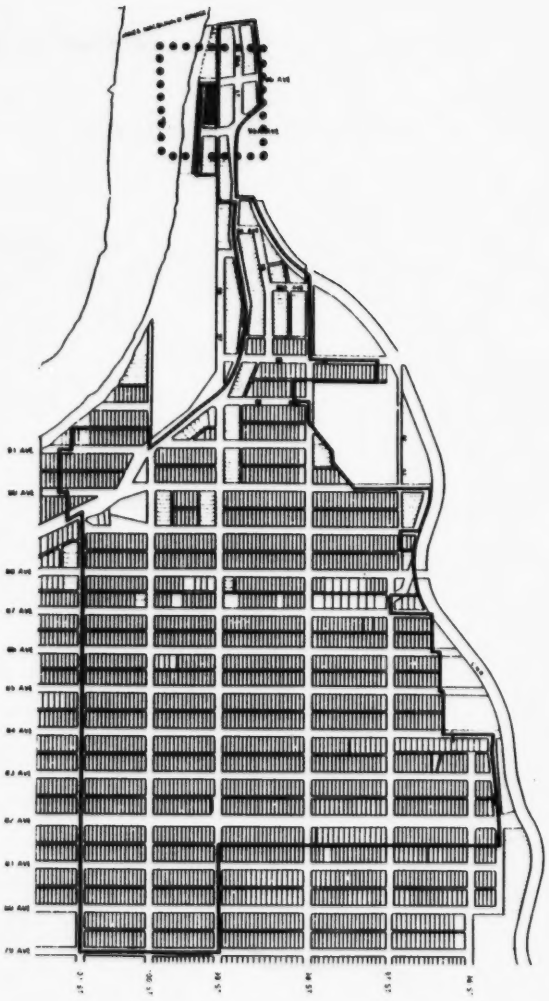
4.4.8 Policy: Retention of City-Owned Properties for a Buffer Strip

Those City-owned properties as shown on Map 19, will be retained as a buffer strip.

These properties are districted A - Metropolitan Recreation District.

Explanation:

These properties are located adjacent to 99 Street. The spatial separation from the roadway which these properties provide, will help to buffer the the adjacent residential areas from traffic noise.



Map 20 Parkland in Centre Town

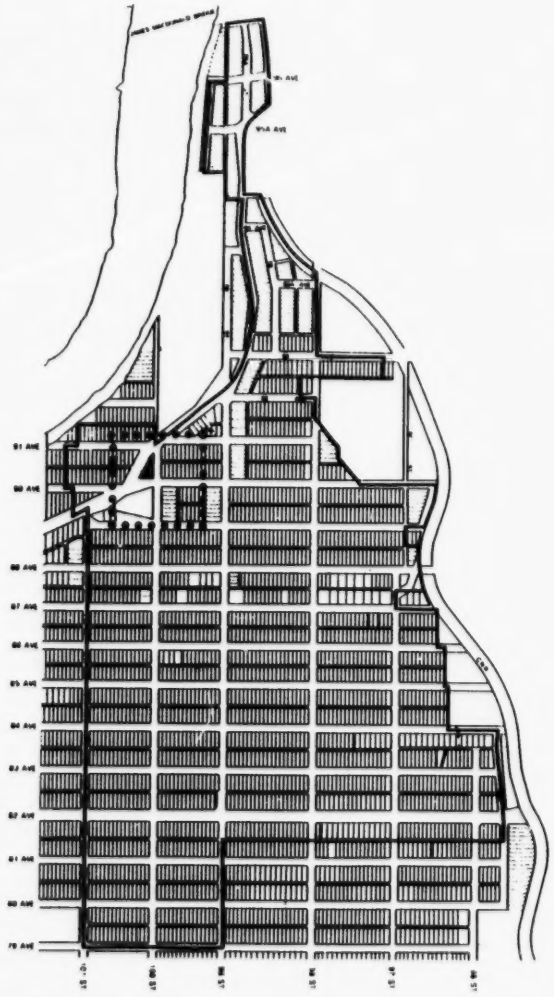
4.4.9 Policy: Retention of City-Owned Properties in Centre Town for Parkland

The City-owned properties located in Centre Town, north of 95A Avenue as shown on Map 20, will be retained for parkland.

These properties are districted A-Metropolitan Recreation District.

Explanation:

The bike/trail system of Capital City Recreation Parks winds through the City-owned property north of 95A Avenue on 99B Street. This area is also located within the Province of Alberta's Restricted Development Area (RDA). The A - Metropolitan Recreational District is the most appropriate districting for the site).



Map 21 Location of Fred A. Morie Park

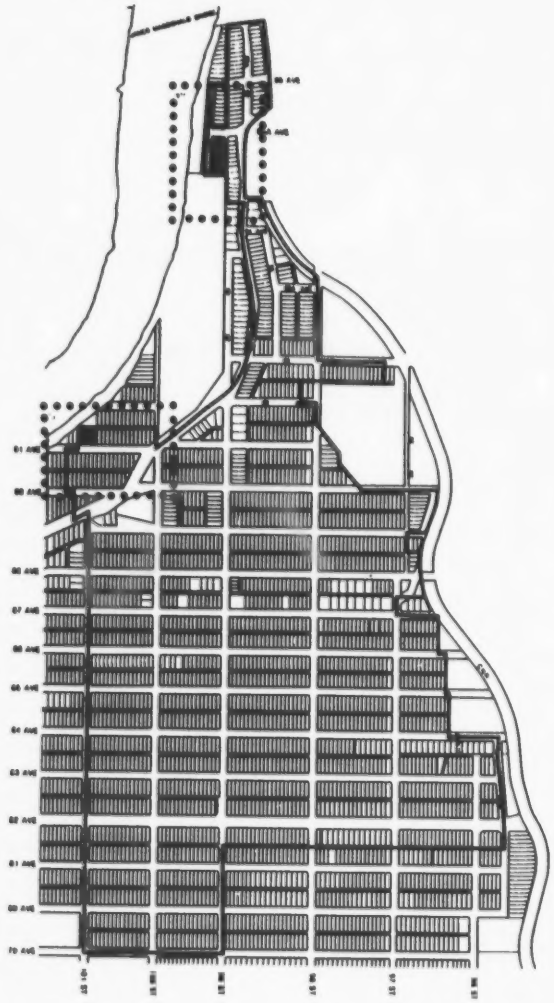
4.4.10 Policy: Retention of Fred A. Morie Park as a Passive Park

Fred A. Morie Park, located at Saskatchewan Drive and 100 Street (see Map 21), will be retained as parkland.

This property is districted AP - Public Parks District.

Explanation:

This is the only developed passive park space west of 99 Street and should be retained.



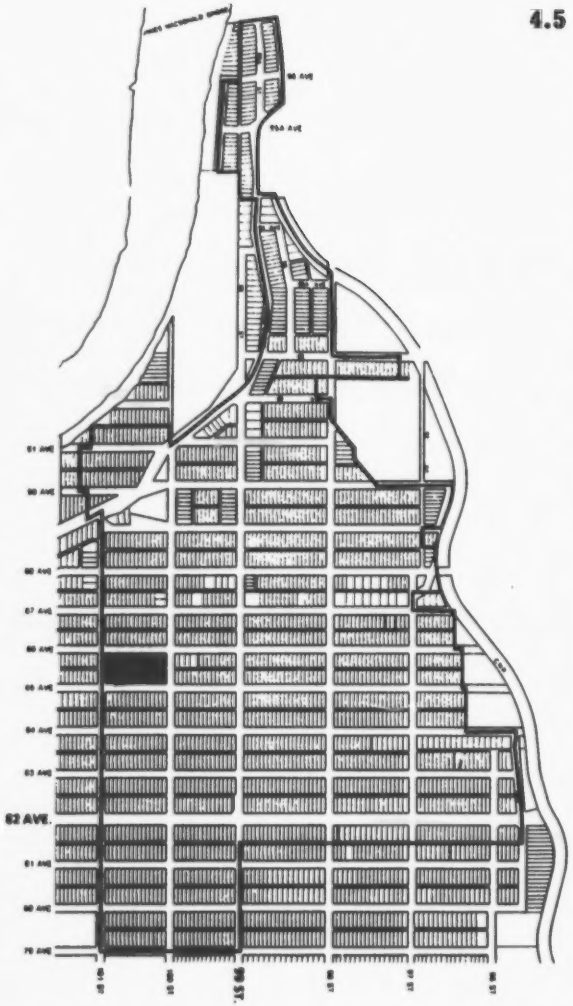
Map 22 Properties to be Removed from Capital City Recreational Park

4.4.11 Policy: Removal of Properties from Capital City Recreation Park

The City of Edmonton will initiate an amendment to the Capital City Recreational Park agreement to remove those properties shown on Map 22, from the Capital City Recreational Park.

Explanation:

The Capital City Recreational Park agreement is a joint agreement between the City of Edmonton and the Province of Alberta. This amendment will re-affirm the continued use of these properties for residential development.



Map 23 Location of old King Edward School

4.5 Institutional Land Use

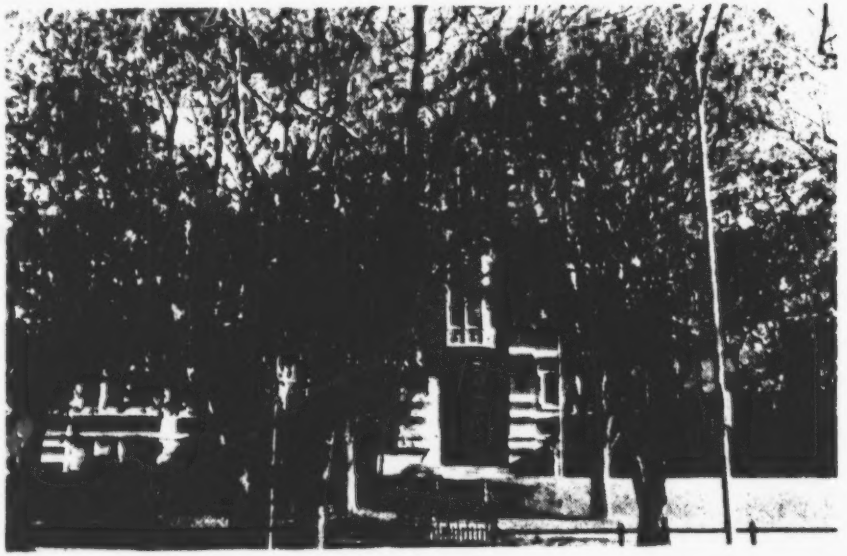
4.5.1 Policy: Retention of old King Edward School For Institutional and Community Service Uses

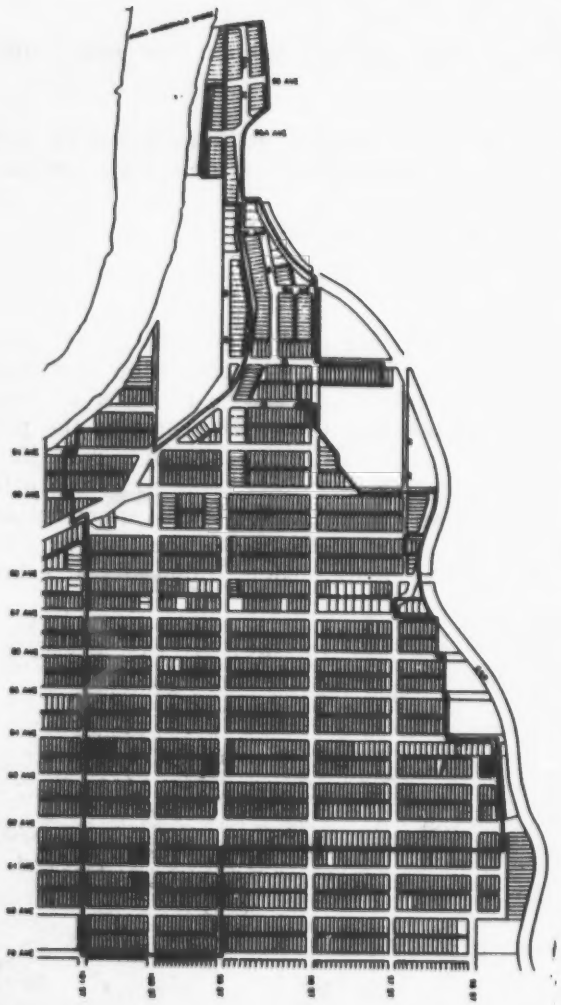
The site of the old King Edward School located at 101 Street and 85 Avenue, as shown on Map 23, will be retained for institutional and community service uses.

This property is districted US - Urban Services District.

Explanation:

Although the old King Edward School building is not currently in use as a public school, the continued use of the school building for education and community oriented uses is important to the neighbourhood. Should there be an increase in the number of children in the neighbourhood, there still remains the possibility that the building could again be be used as a public school. The US - Urban Services District identifies this site as one intended for institutional or community service. The US - Urban Services District is also more reflective of the types of uses which are now occupying the school - the Society for Talent Education (Music School) and the Faculty of Extension, University of Alberta.





Map 24 Places of Religious Assembly

4.5.2 Policy: Retention of Places of Religious Assembly

These sites as shown on Map 24, which are currently occupied by places of religious assembly will be retained for institutional or community service uses. specifically:

i) ***Trinity Lutheran Church at 81st Avenue and 100 Street;***

ii) ***Southside Pentecostal Assembly at 83 Avenue and 99 Street;***

iii) ***Edmonton Korean Presbyterian Church located at 99 Street and 84 Avenue;***

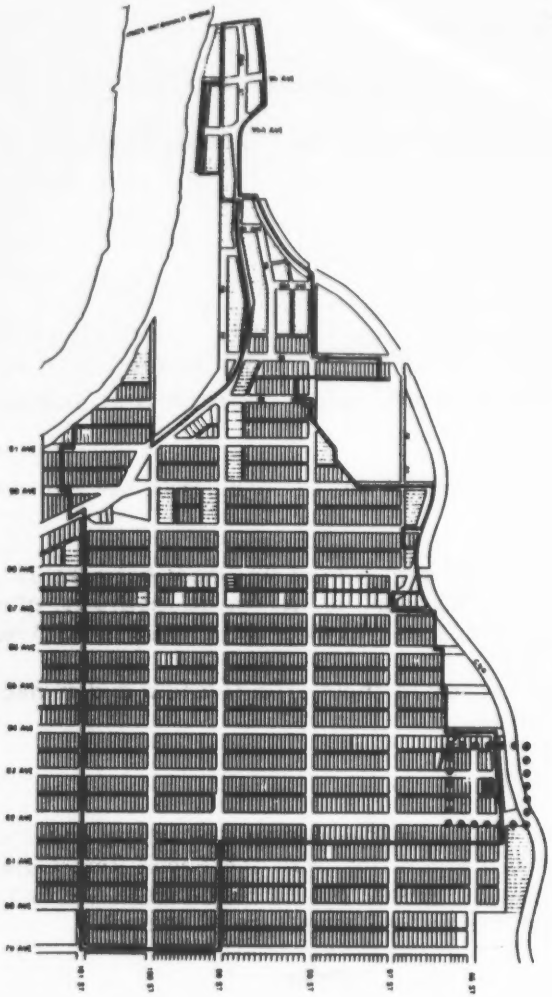
iv) ***Edmonton Moravian Church located at 96 Street and 83 Avenue; and***

v) ***Holy Trinity Anglican Church located at 100 Street and 84 Avenue.***

These properties are districted US - Urban Services District.

Explanation:

The intent of this policy is to ensure that all of these sites in the neighbourhood continue to be occupied by uses which are of a community or institutional nature.



Map 25 Edmonton Power Sub-station

4.6 Public Utilities

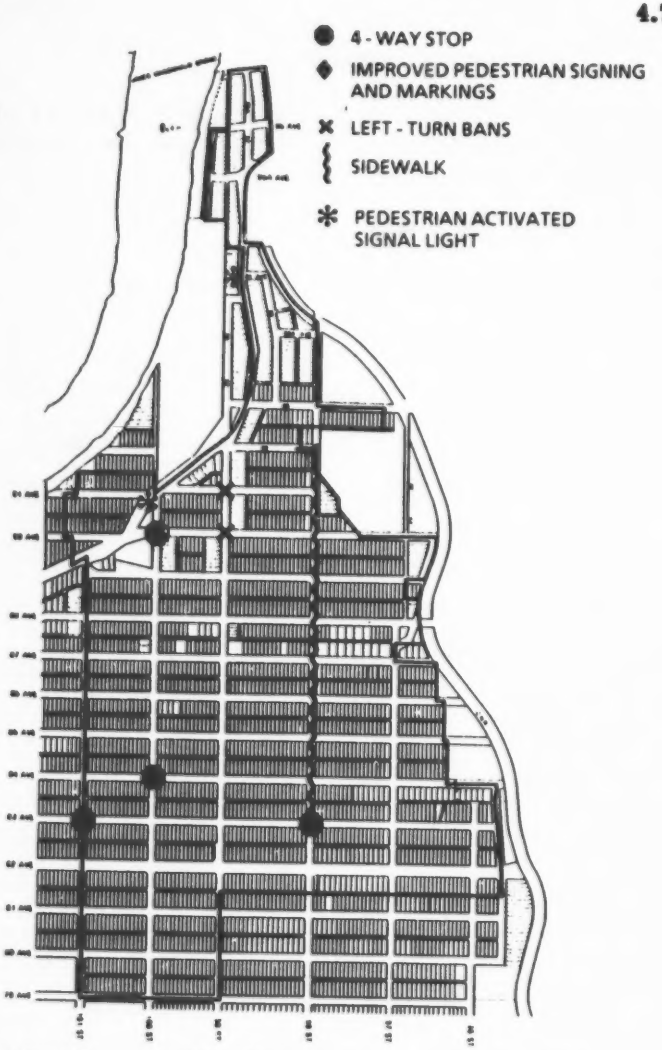
4.6.1 Policy: Future Use of Edmonton Power Sub-station

Should the Edmonton Power Sub-station located at 83 Avenue and 96 Street as shown on Map 25, not be required, redistricting to accommodate low density residential infill development will be supported.

This property is districted PU - Public Utilities District.

Explanation:

Edmonton Power has no plans to relocate the sub-station.



Map 26 Traffic Management Improvements

4.7 Transportation and Local Improvements

4.7.1 Policy: Traffic Management and Local Improvement Measures

The Transportation Department will undertake the following measures as shown on Map 26:

i) *four-way stop controls at:*
- *83 Avenue - 98 Street*
- *83 Avenue - 101 Street*
- *84 Avenue - 100 Street*
- *90 Avenue - 100 Street*

ii) *improved signing and pavement markings for pedestrians at Saskatchewan Drive and 99 Street;*

iii) *northbound 99 Street left turn ban at 90, 91 Avenues in the morning peak hours (07:00 - 09:00 hours);*

iv) *development of a sidewalk on the east side of 98 Street between 82 Avenue and 91 Avenue and the development of a ravine pathway along the undeveloped right-of-way of 98 Street north of 91 Avenue to 92 Avenue;*

Items i, ii, and iii will be evaluated as to their effectiveness and if necessary, other alternatives will be considered.

Explanation:

These improvements are the result of a traffic management study undertaken by the Transportation Department in cooperation with the Scona East Community Steering Committee. A Traffic Bulletin sent out to residents in the community indicated that a majority of residents wanted some type of controls.

4.7.2 Policy: Traffic Signals at 94 Avenue and Scona Road, 100 Street and Saskatchewan Drive. (See Map 26).
Subject to funding, the Transportation Department will:

i) replace the existing pedestrian flashing light at 94 Avenue and Scona Road with a full pedestrian activated traffic signal; and

ii) replace the cross-walk signs at 100 Street and Saskatchewan Drive with a full pedestrian activated traffic signal.

Explanation:

The signal on Scona Road is intended to facilitate pedestrian and bicycle movement from the Capital City Recreation Park trail west of 99 Street to Mill Creek Ravine Park.

The signal on Saskatchewan Drive is to facilitate pedestrian and bicycle movement from the residential area to the developed pathway and seating areas along the north side of Saskatchewan Drive.

4.7.3 Policy: Historic Street Names in Lavigne

The introduction of historic street names in Lavigne will be supported if they are kept a distance from the existing numbered street signs. Materials and installation are to be funded by residents.

Explanation:

The addition of historic street names to the existing sign posts is not supported because the Civic Emergency Departments are concerned that confusion regarding street identity could arise during an emergency, both in communicating the correct address and in finding the location.

The Civic Emergency Departments will, however, support the introduction of historic names if they are kept a distance from the existing numbered street signs. Alternative locations include locating brass plaques mid-block in the sidewalk, or engraving the historic names in the sidewalk at street corners.

Another option, one which has been implemented by the Garneau Community League, is the placement of street signs on private property (i.e., corners of buildings).

4.7.4 Policy: Roadway Realignment of 91 Avenue in Lavigne

A comprehensive study of access to and egress from Lavigne will be undertaken by the Transportation Department in consultation with Lavigne residents and other Civic departments.

In the context of this study the following local issues will be examined:

- *parking controls on 91 Avenue;*
- *realignment of 91 Avenue;*
- *condition of boardwalk on 91 Avenue; and*
- *resolving the problem of accessing Saskatchewan Drive from 91 Avenue during the winter months.*

Explanation:

The Transportation Department and the Water and Sanitation Department have identified that portions of 91 Avenue are deteriorating because of bank instability problems. Residents have also indicated the need for alternative strategies to deal with winter and summer access.

The review process has already commenced and the Transportation Department has drafted a roadway realignment plan for 91 Avenue. The next step includes consultation with residents.

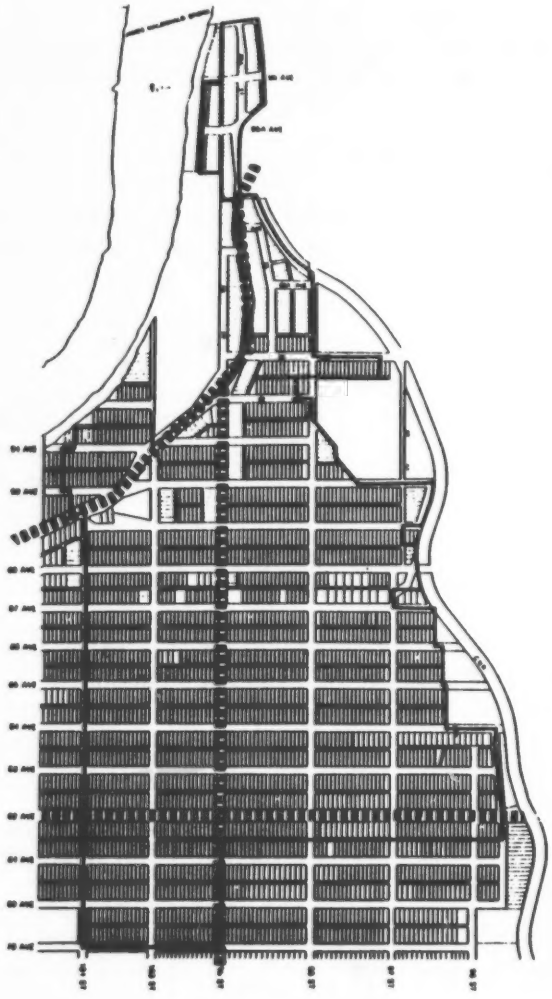
4.7.5 Policy: Truck Traffic on 99 Street

The Transportation Department in consultation with the community will investigate the following measures within the approved budget resources of the Department, to reduce the volume of truck traffic on 99 Street:

i) transferring a portion of the truck traffic from 99 Street to alternative routes such as Groat Road, 75 Street and other appropriate perimeter routes;

ii) restricting hours of operation (i.e., banning truck traffic from 99 Street between the Low Level Bridge and 82 Avenue during the evening); and

iii) the two-tier truck route system as a means of more rationally distributing truck traffic among existing and future roadways.



Map 27 Existing Arterial Roadways

The Transportation Department will report back to City Council within six months of approval of the Scona East Area Redevelopment Plan Bylaw No. 8156.

Explanation:

This policy meets Transportation Objective No. 3.3.4.d. The intent of this policy is to reduce the negative effects of truck traffic on 99 Street by reducing the volume of truck traffic on 99 Street. Implementation of this policy may result in changes to Traffic Bylaw No. 5990. The issue of truck traffic on 99 Street remains one of the major unresolved issues in the neighbourhood.

4.7.6 Policy: Status of Arterial Roadways

Further upgrading of existing arterial roadways as shown on Map 27, or the development of new auto or truck oriented transportation corridors will be discouraged. Improvements to reduce problems with traffic flow, operations and safety may, however, be undertaken. Any such improvements will be made with the objective of reducing the use of local residential streets for through traffic and must be undertaken in consultation with the community.

Explanation:

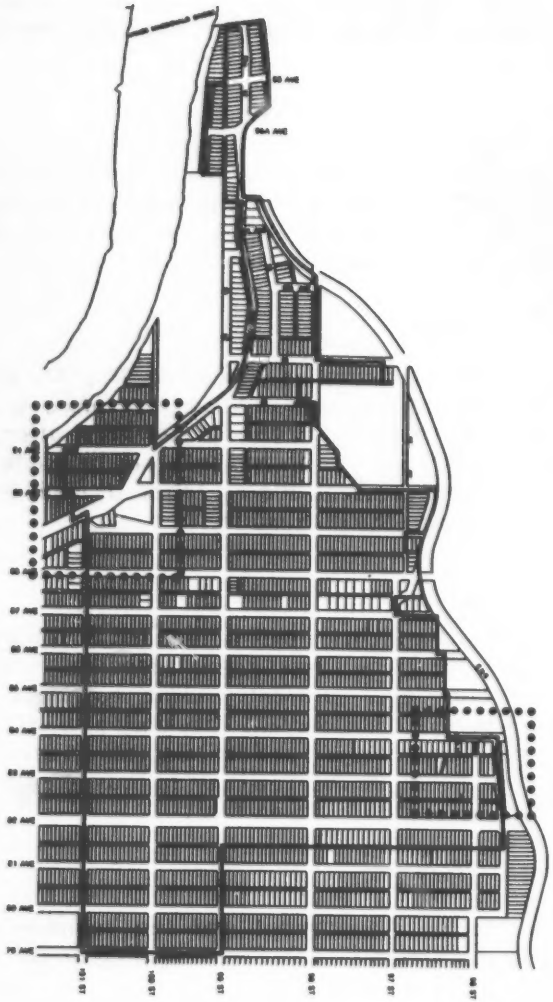
This policy meets Transportation Objectives 3.3.4.a and 3.3.4.b and is in response to the perception of community residents that road widening and the development of new roadways is an ever present threat to inner city neighbourhoods. It must be noted, however, that current City policy as reflected in the Transportation Systems Bylaw and the Five Year Capital Plan of the Transportation Department which outlines planned roadway improvements does not identify any major roadway improvements for Scona East.

4.7.7 Policy: Public Safety in Bus Shelters

Continued efforts by the Transportation Department and the community to resolve the issue of public safety in bus shelters on 99 Street is supported.

Explanation:

The narrowness of the public right-of-way on 99 Street places the bus shelters in a vulnerable position with respect to potential vehicular collisions. At least one bus shelter has been damaged by such a collision. Solutions such as the placing



Map 28 Create Legal Public Roadways

of barriers around the shelter have been proposed but a solution that is satisfactory to both the community and the Transportation Department has yet to be determined.

4.7.8 Policy: Improved Transit on 82 Avenue

The Transportation Department in consultation with the Scona East Community Steering Committee will evaluate and, if feasible, improve transit service along 82 Avenue.

Explanation:

The Scona East Plan is future-oriented. While no improvements to the transit system in Scona East are currently envisioned by Edmonton Transit, it is possible that in the future, particularly in view of the proposed LRT Station at the University, a different transit system which could replace the buses on 82 Avenue may become feasible.

4.7.9 Policy: Creation of Public Roadways - 96 Street between 83 Avenue and 84 Avenue and creation of laneway on 91 Avenue

The Transportation Department will prepare a roadway plan to register Lot 14, Block X, Plan 2368 Q, Bonnie Doon and Lot 16, Block 3, Plan 8057R, Lavigne as shown on Map 28 as a legal public roadways.

Explanation:

Lot 14 is a City-owned property which is an integral part of 96 Street. It provides access to 84 Avenue and the residential area to the north and it has been developed as a residential street.

Lot 16 provides vehicular access to the laneway for those properties fronting onto 91 Avenue. This property has been developed as a laneway and serves as a bikeway connection in the Capital City Recreational Park.

4.7.10 Policy: Assessment of Legal Public Roadways

The Transportation Department, in cooperation with other Civic departments, will undertake an assessment of legal public roadways and will undertake roadway closures, creation of public roadways and property consolidations where necessary.

Explanation:

Scona East is comprised of a number of old plans of subdivision. Residents have expressed concern that there are roadways that physically exist, but are not legally recognized and that a number of legal roadways exist on plans which have never been developed.

As these actions of closures, consolidations, etc., of roadways are an expensive undertaking, they will be staged over a number of years.

4.8 Disposal of City-Owned Property

4.8.1 Policy: Disposal of City-Owned Property

In the disposal of City-owned property in Scona East, the City will be guided by the following principles:

i) property will be disposed of at market value, on a sell or lease-to-sell basis, and subject to the Land Sales Policy of the City;

ii) property will be disposed of by tender, and where no acceptable tenders are received, property will be disposed of on a first- come, first- served basis;

iii) during the first two month period following the approval of this Area Redevelopment Plan, special consideration and priority in the City's property disposal program will be given to those landowners who sold their property to the City and who wish to purchase their formerly owned property.

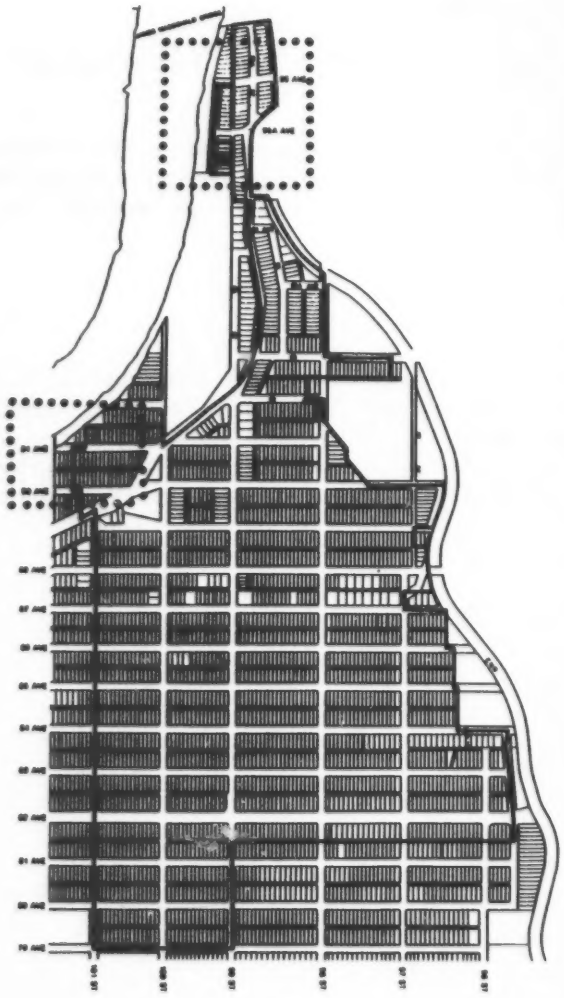
iv) during a six month period in the initial phase of the City's property disposal program, special consideration and priority will be given to the following groups:

- ***a) tenants of City-owned houses in Scona East who have resided in Scona East since January 1, 1984, and who wish to purchase their dwelling;***
- ***b) property owners who wish to buy an adjacent lot or portion thereof provided this does not conflict with marketing objectives, as determined by the Real Estate and Supply Services Department.***

5) tenants who are displaced as a result of the development or sale of City-owned property, will be given an opportunity to rent other available City-owned houses.

Explanation:

The release of City-owned land onto the market will be controlled in order that it will not adversely affect local real estate values. This land sales policy has been applied to those City-owned properties which were previously part of the River Valley and Ravine System and are now being sold for residential uses.



Map 29 City-owned Properties Affected by Capital City Recreational Park

4.8.2 Policy: Disposal of City-Owned Property in the Capital City Recreation Park

Monies received from the disposal of those City-owned properties for residential use as shown on Map 29, will be returned to the Capital City Recreational Park purchase fund for future park acquisition.

Explanation:

These properties were initially purchased by the City of Edmonton for parks purposes under the Capital City Recreational Parks agreement with the Province of Alberta. Since the Province provided the funds specifically for the acquisition of parkland, any monies received from their disposal for residential use will be returned to the Capital City Recreational Park fund for future park acquisition.

4.9 Community Involvement in Plan Implementation

4.9.1 Policy: Establishment of Scona East Area Redevelopment Plan Implementation Committee

A Scona East Area Redevelopment Plan Implementation Committee, a subcommittee of the Strathcona Centre Community League, comprised of community stakeholders, will be established to guide and monitor the plan implementation process.

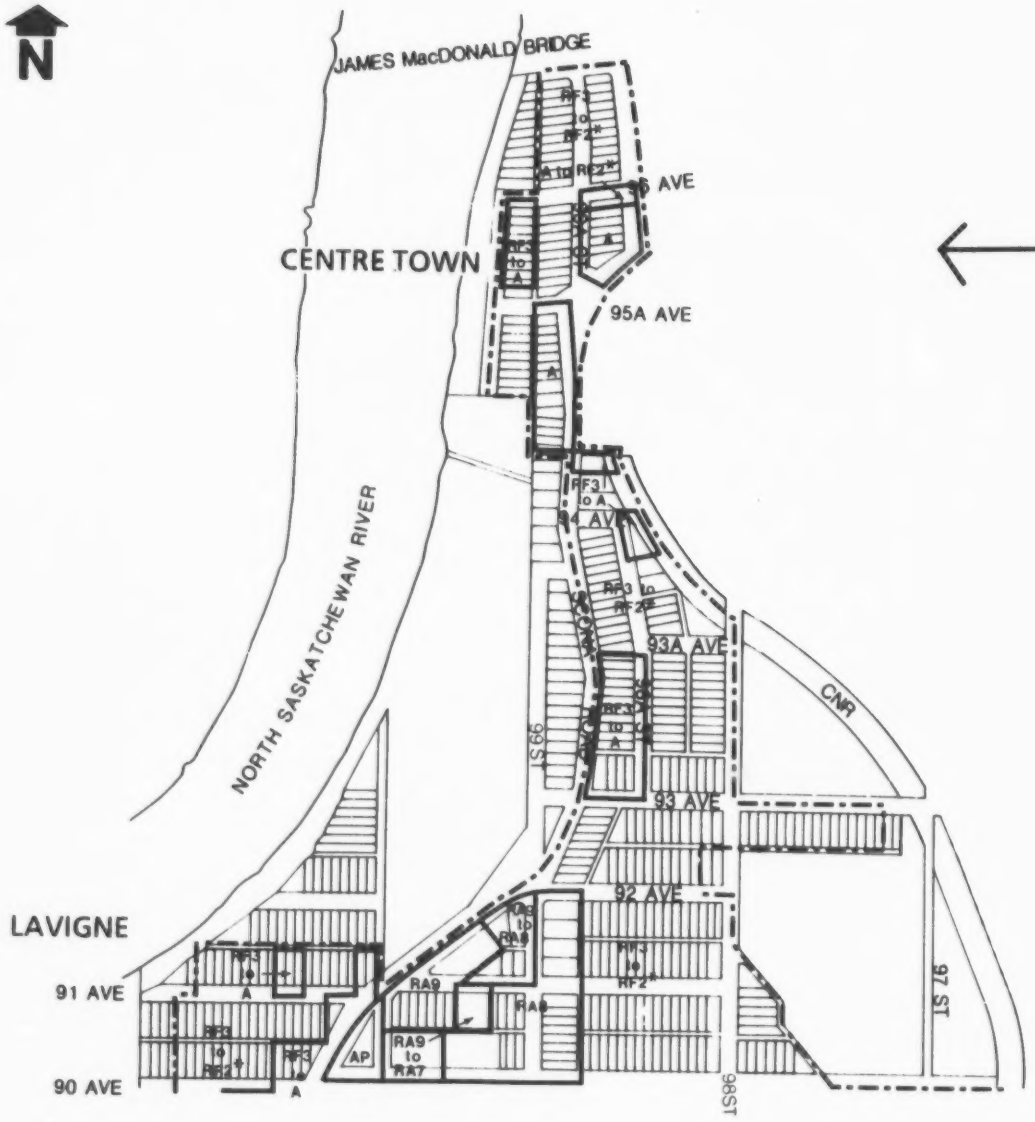
Explanation:

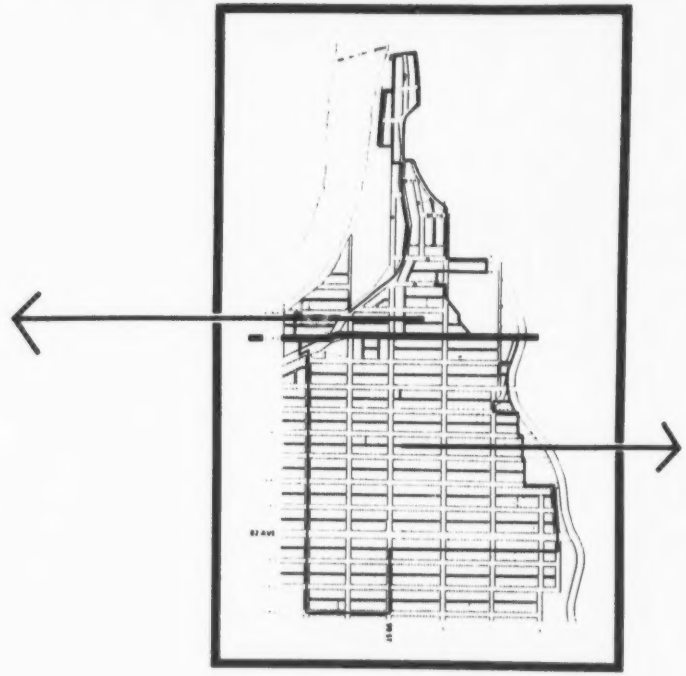
Initially this committee will be composed of individuals from the stakeholders groups who were represented on the Scona East Community Steering Committee. This policy meets the goals and objectives of Section 3.3.7 and addresses the issue of community involvement in local planning issues. The function and mandate of this committee is further elaborated upon in the Community Involvement Strategy which is contained in the Implementation Report.

5.0 IMPLEMENTATION PROGRAM

The Scona East Area Redevelopment Plan Implementation Report outlines a program necessary to implement the recommendations and policies in the Area Redevelopment Plan. It also includes the Community Involvement Strategy as outlined in Policy 4.9.1. As the implementation program and budget must by necessity be flexible, they are not outlined in this Bylaw but rather in a companion document to the Area Redevelopment Plan. The Implementation Report is presented to City Council for approval in conjunction with final approval of the bylaw adopting the Scona East Area Redevelopment Plan.

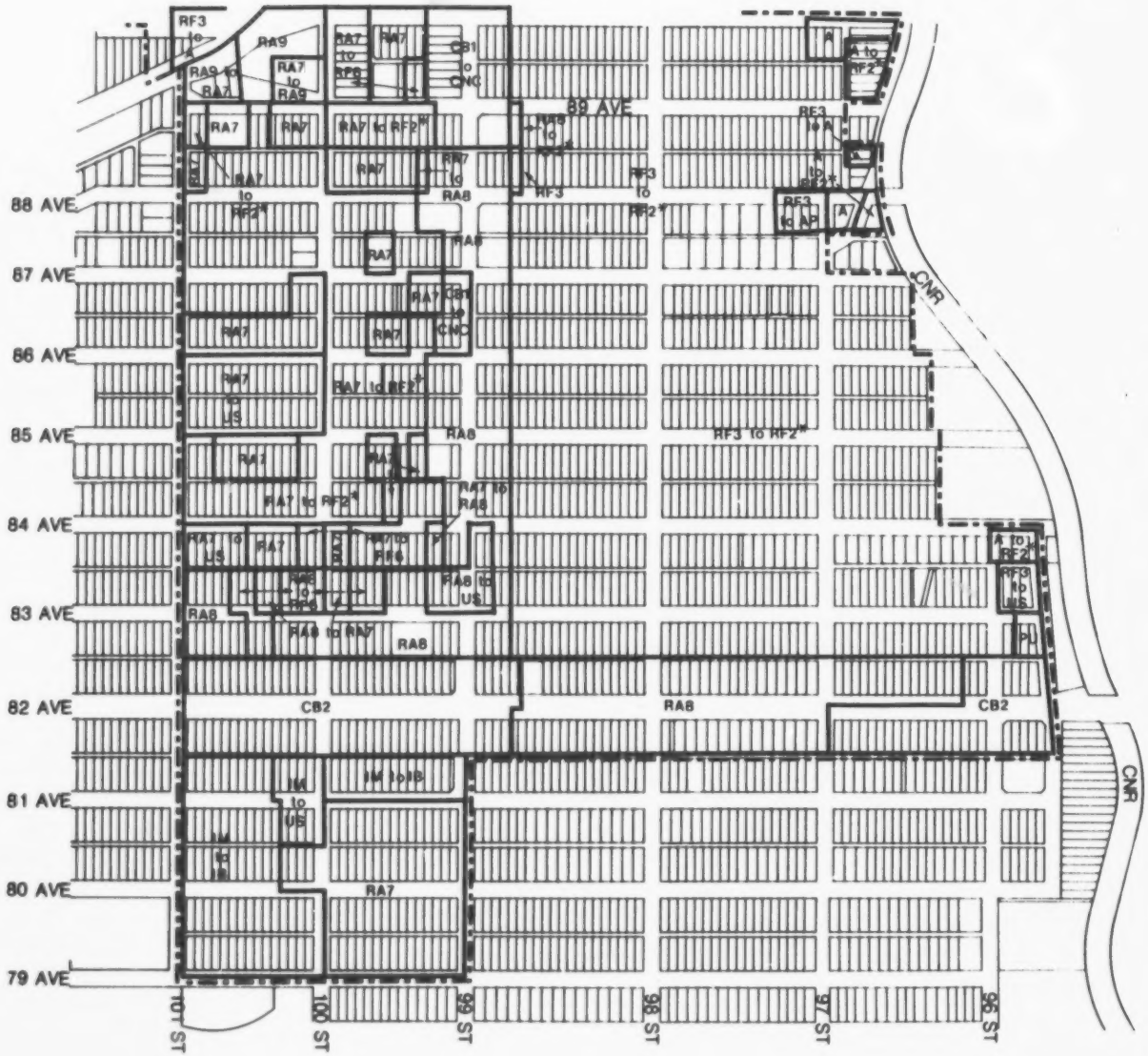
The Implementation Report presents a yearly schedule and budget estimates, with an explanation of the ongoing planned implementation process and a description of the actions necessary to complete each capital project.





Map 30

PROPOSED LAND USE DISTRICTS



89 AVE
88 AVE
87 AVE
86 AVE
85 AVE
84 AVE
83 AVE
82 AVE
81 AVE
80 AVE
79 AVE
101 ST
100 ST
99 ST
98 ST
97 ST
96 ST
CNR
CNR
RF3 to RF2*
CB2
RA8
CB2
RA7

6.0 LAND USE REGULATIONS

6.1 Introduction

Area Redevelopment Plans (ARPs) are not empowered by the Planning Act R.S.A. 1980 to implement changes to land use districting within the Plan Area. Land Use Districts can only be applied through the City's Land Use Bylaw No. 5996.

This section outlines the land uses in the Scona East Area Redevelopment Plan. In addition to providing information about land uses in Scona East, this part of the Plan also contains development and design guidelines for land uses on which the Development Officer may exercise discretion.

The land use districts in Scona East are shown on Map 30, and the area of application, rationale and specific provisions for discretionary uses are described below.

The City's Land Use Bylaw should always be used as the reference document to obtain up-to-date information concerning the districting of land within the Plan Area.

Land uses proposed by the Plan which have development guidelines in addition to the regulations for the district in the Land Use Bylaw include the RF2* - Low Density Residential Infill District, RF6 - Medium Density Multiple Family District, RA7 - Low Rise Apartment District, RA8 - Medium Rise Apartment District, CNC - Neighbourhood Convenience Commercial District, CB2 - General Business District, and IB - Industrial Business District.

Where specific provisions affecting the consideration of Discretionary uses are indicated, the Development Officer will use them in his discretion to approve, refuse or impose appropriate conditions.

Included in this section is a brief description of proposed new districts introduced in the Scona East Area Redevelopment Plan through an amendment to the Land Use Bylaw No. 5996.

6.2 RF2* - Low Density Infill District (Section 120, Land Use Bylaw)

6.2.1 Area of Application:

Generally, the area enclosed by 101 Street on the west, 83 Avenue to the south, Mill Creek Ravine to the east, and Centre Town and Lavigne to the north.

6.2.2 Rationale:

To provide a district which promotes the retention and rehabilitation of existing single detached housing while allowing for sensitive infill at slightly higher densities in order to achieve the intent of Policies 4.2.2 to 4.2.5.

6.2.3 Specific Provisions Affecting Consideration of Discretionary Uses:

The Development Officer will discourage the development of duplex housing. This form of housing in Scona East has traditionally taken the form of basement suites. This type of development is discouraged because it is not in keeping with the architectural style of the older housing stock and because it tends not to have a family orientation.

6.2.4 Guidelines for the Development Officer:

i) Policy 4.2.4 provides direction for varying the regulations which affect the development of semi-detached housing.

ii) Policy 4.2.5 provides direction for reducing the required width of side yards for the development of single detached housing in those areas where lane access can not be provided.

6.3 RF3 - Low Density Redevelopment District

6.3.1 Area of Application

Specifically, a developed property on 88 Avenue, between 98 Street and 99 Street.

6.3.2 Rationale:

To provide a district primarily for single detached and semi-detached housing while allowing small scale conversion and infill redevelopment to housing forms continuing up to four dwellings per building.

6.4 RF6 - Medium Density Multiple Family Housing District (Section 170, Land Use Bylaw)

6.4.1 Area of Application:

Generally, south of 84 Avenue to 82 Avenue and selected sites on 100 Street and 89 Avenue.

6.4.2 Rationale:

To provide a district for medium density multiple family housing, where some units may not be at grade but have access at grade, in order to achieve the intent of Policies 4.2.6 and 4.2.7. The RF6 - Medium Multiple Family Housing District provides for an alternative form of medium density family oriented accommodation. It has been applied in areas where there is a large number of walk-up apartments. In such areas, where the dominant housing form is walk-up apartments, medium density multiple family housing will provide variety to the streetscape.

6.4.3 Guidelines for the Development Officer

i) Policy 4.2.4 provides direction for varying the regulations which affect the development of semi-detached housing.

ii) Policy 4.2.5 provides direction for reducing the required width of side yards for the development of single detached housing in those areas where lane access can not be provided.

iii) Policy 4.2.7 provides direction for varying the regulations which affect the development of stacked row housing, row housing and linked housing.

iv) Policy 4.2.12 provides direction for varying the regulations which affect the development of apartment housing.

6.5. RA7 - Low Rise Apartment District (Section 210, Land Use Bylaw)

6.5.1 Area of Application:

Generally in the area between 99 Street and 101 Street, north of 83 Avenue on sites currently developed as low rise apartments and in the area south of 82 Avenue between 99 Street and 101 Street.

6.5.2 Rationale:

To provide a district primarily for low-rise apartments in order to achieve the intent of Policies 4.2.8 and 4.2.9.

6.5.3 Specific Provisions Affecting Consideration of Discretionary Uses

i) Conversions of single detached, semi-detached and duplex dwellings to professional offices are discouraged. Office uses and associated parking impacts are incompatible with the objectives of the Plan to create an attractive environment for families.

6.5.4 Guidelines for the Development Officer

i) Policy 4.2.4 provides direction for varying the regulations which affect the development of semi-detached housing.

ii) Policy 4.2.5 provides direction for reducing the required width of side yards for the development of single detached housing in those areas where lane access can not be provided.

iii) Policy 4.2.7 provides direction for varying the regulations which affect the development of stacked row housing, row housing and linked housing.

iv) Policy 4.2.12 provides direction for varying the regulations which affect the development of apartment housing.

6.6 RA8 - Medium Rise Apartment District (Section 220, Land Use Bylaw)

6.6.1 Area of Application:

Generally along arterial roadways - 99 Street, 82 Avenue (except for the existing commercial nodes), and along 83 Avenue, west of 99 Street.

6.6.2 Rationale:

To provide a district for medium rise apartments in order to achieve the intent of Policies 4.2.10 and 4.2.11.

6.6.3 Specific Provisions Affecting Consideration of Discretionary Uses:

The Development Officer will have regard for the following guidelines when reviewing development applications for discretionary uses:

(i) Conversions of existing single detached or duplex structures to professional offices will be supported on isolated parcels on 99 Street and on 82 Avenue, in accordance with the provisions of Section 88 of the Land Use Bylaw.

6.6.4 Guidelines for the Development Officer

i) Policy 4.2.4 provides direction for varying the regulations which affect the development of semi-detached housing.

ii) Policy 4.2.5 provides direction for reducing the required width of side yards for the development of single detached housing in those areas where lane access can not be provided.

iii) Policy 4.2.7 provides direction for varying the regulations which affect the development of stacked row housing, row housing and linked housing.

iv) Policy 4.2.12 provides direction for varying the regulations which affect the development of apartment housing.

6.7 RA9 - High Rise Apartment District (Section 230, Land Use Bylaw)

6.7.1 Area of Application:

Generally on sites adjacent to Saskatchewan Drive which are currently developed as high rise apartments.

6.7.2 Rationale:

To provide a district for high rise apartments in order to achieve the intent of Policies 4.2.13 of the Plan.

6.8 CNC - Neighbourhood Convenience Commercial District (Section 310, Land Use Bylaw)

6.8.1 Area of Application:

Generally those properties between 90 Avenue and the south side of 89 Avenue on 99 Street and the west side of 99 Street between 86 Avenue and 89 Avenue.

6.8.2 Rationale:

To establish a district for convenience commercial and personal service uses which are intended to serve the day-to-day needs of local residents in order to achieve the intent of Policy 4.3.1 of the Plan.

6.8.3 Specific Provisions Affecting Consideration of Discretionary Uses:

The following discretionary uses are discouraged:

(i) individual business premises having a gross floor area greater than 275 m^2 (2,960.07 sq. ft.);

(ii) gas bars; and

(iii) indoor amusement establishments (major).

6.9 CB2 - General Business District (Section 340 - Land Use Bylaw)

6.9.1 Area of Application:

Generally, the portion of 82 Avenue, between 99 Street and 101 Street and between 97 Street and 95A Street, where there are existing commercial uses.

6.9.2 Rationale:

To provide a district for businesses requiring good visibility and accessibility along or adjacent to major public roadways in order to achieve the intent of Policy 4.3.2.

6.9.3 Specific Provisions Affecting Consideration of Discretionary Uses:

The Development Officer will have regard for the following guidelines when reviewing development applications for Discretionary Uses:

i) Those uses which involve extensive front yard parking and access should be discouraged. Examples of such uses include:

- automotive equipment repair or sales.

- drive-in food services.

These uses may be considered appropriate if there is no front yard vehicular access or parking and the form of development contributes to the pedestrian orientation of 82 Avenue.

6.9.4 Guidelines for the Development Officer

i) Policy 4.3.4 provides direction for varying the regulations in the CB2 - General Business District for new development which meets minimum design standards.

6.10 IB - Industrial Business District (Section 416, Land Use Bylaw)

6.10.1 Area of Application:

Along the north side of 81 Avenue between 99 Street and 101 Street and between 100 Street and 101 Street on 80 Avenue and 79 Avenue.

6.10.2 Rationale:

To establish a district for industrial businesses which carry out their operations such that no nuisance factor is created or is apparent outside an enclosed building and such that the use is compatible with any adjacent non-industrial districts in order to achieve the intent of Policy 4.3.6.

6.10.3 Specific Provisions Affecting Consideration of Discretionary Uses:

The Development Officer will have regard for the following when reviewing development applications:

i) Convenience retail stores, drive-in food services, health services, indoor participant recreation services, minor and major eating and drinking establishments, outdoor participant recreational services and personal service shops are appropriate in the District provided that there is no outside storage and the site is screened from any adjacent residential uses.

6.11 AP - Public Parks District (Section 530, Land Use Bylaw)

6.11.1 Area of Application:

The tot lot at 97 Street and 89 Avenue and Fred. A. Morie Park at Saskatchewan Drive and 100 Street.

6.11.2 Rationale:

To establish an area of public land for active and passive recreational uses and landscaped buffers in order to achieve the intent of Policies 4.4.6 and 4.4.10.

6.12 A - Metropolitan Recreational District (Section 540, Land Use Bylaw)

6.12.1 Area of Application:

Undeveloped City-owned properties in Lavigne and Centre Town and along the edge of Mill Creek Ravine and buffer strips adjacent to Scona Road.

6.12.2 Rationale:

To preserve natural areas and parkland along the river, creeks and ravines and older designated areas for active and passive recreational uses and environmental protection in order to achieve the intent of Policy 4.4.7 and 4.4.8.

6.13 US – Urban Services District (Section 510, Land Use Bylaw)

6.13.1 Area of Application:

Old King Edward School at 100 Street and 86 Avenue, Edmonton Moravian Church, Southside Pentecostal Assembly, Holy Trinity Anglican Church, Trinity Lutheran Church and Edmonton Korean Presbyterian Church.

6.13.2 Rationale:

To provide a district for public and privately owned facilities of an institutional or community services nature in order to achieve the intent of Policies 4.5.1 and 4.5.2.

6.14 PU – Public Utility District (Section 520, Land Use Bylaw)

6.14.1 Area of Application:

83 Avenue at 96 Street.

6.14.2 Rationale:

To provide a district for public utility installations, services and facilities in order to achieve the intent of Policy 4.6.1.